The China Weekly REVIEW

密勒氏評論報

A Weekly Newspaper Established in 1917

A Voice from the Settlement Prison

EDITORIAL

The Middle Kingdom from the Air

By Edgar Snow

The South China Military Situation as Canton Views It

Special Correspondence

China and the League of Nations—Some Sidelights on Harbin, by J. B. Powell—In Defense of the Modern Chinese Girl, by Chou Chin-huang—A New River in China (Concluded), by Capt. Theodor Hannig—Hongkong British Soldiers Further Disgraced—Editorial Comment—Book Reviews.

SATURDAY, OCTOBER 19, 1929 VOLUME L NUMBER 7

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A VOICE FROM THE SHANGHAI SETTLEMENT PRISON

A LETTER has been received by *The Review* from an inmate of the municipal prison in the International Settlement that contains information regarding conditions, which if the allegations are true, should immediately cause the National Government as well as the Shanghai Consular Body to institute an investigation. How an inmate of the local prison was able to smuggle such a letter out of the jail is not known; but the letter contains the signature of the prisoner, who has been confined for several months, and appears authentic.

It starts out by giving a list of the various prisoners by nationalities and then tells of conditions in the Shanghai prison that are almost unbelievable. The writer of the letter, for obvious reasons, asked that his name not be printed for fear of persecution. He gives the names of two jailers in the prison, both White Russians, who are alleged to be under the influence of intoxicants most of the time and asserts that in one case a Russian jailor was so drunk that he went to sleep in the prison yard and permitted the keys to the cells to fall out of his pocket, where they were picked up by one of the prisoners and handed to an English guard. The writer of the letter declares that there practically are no restrictions on the activities of the Russian jailors "who are perfectly free to beat and torture the prisoners and do whatever they want. We may become insane or even die from the tortures, but there is no redress," states the letter.

This individual says that according to the prison rules any inmate may make a complaint to the higher authorities at any time, but in actual practice any prisoner who makes a complaint usually is rewarded by twenty-four blows with a heavy leather strap. In one instance according to the writer of the letter some of the prisoners induced the Russian doctor in the prison to make a complaint to the higher authorities and the doctor was immediately removed from the prison. While most of the references to maltreatment and persecution pertained to foreign white prisoners, the letter stated that conditions surrounding the incarceration of British Indian political prisoners is even worse. "Skirmishes and screams in the Indian section of the prison are frequently heard at night by the other inmates of the jail," this writer asserts, alleging that the Indians

recently had staged a hunger strike in order to force better treatment.

The complaining prisoner alleges that there are many British Indains in the Shanghai prison who were sent there for alleged political crimes against the British Empire. "Recently," stated the letter, "a British Sergeant in the Shanghai Police Department entered the Indian section of the prison and told the Indian prisoners that if they caused any more trouble, that he 'had the power to make them dance and cry,' and if he heard any more complaints he would take action." In conclusion the letter alleges that certain favored prisoners who have influential friends on the outside are able to obtain better treatment and he cited one case where a certain prisoner had secretly been permitted to leave the prison at night and visit friends in the residential section of the International Settlement. One of the last sentences in the letter read as follows, "The Shanghai municipal prison is run by men who have made the outside world believe that it is necessary for the Powers to protect the present status of the Settlement. Surely conditions could be no worse in any Chinese prison and I pray to God the Chinese will soon do something about this matter."

As stated in the preceding paragraph, *The Review* has no way of knowing whether the allegations in the letter are correct, but there can be no question regarding the authenticity of the letter which contained the signature of a man who has been in the prison for several months and who should be familiar with conditions. Whether correct or not, there should be an inquiry made both by the National Government and by the Shanghai Consular Body, particularly because of the bearing of this question upon the whole matter of exterritoriality and the maintenance of the present status of the International Settlement.

J. B. P.

CHINA AND THE LEAGUE OF NATIONS

(Contributed)

PROFESSOR Gilbert Murray, the distinguished Greek scholar, recently wrote a book entiled *The Ordeal of this Generation* A great supporter of the League of Nations as he is, the book is mainly an argument in its favour. He thinks the first step in the integration of the world a positive advance toward cosmos out of chaos. And in this work the League is said to have won many hard battles. But the writer is also very candid in confessing the short-comings of the League. Prominent among them he enumerates its disgraceful acquiescence in Poland's violation of good faith in the attacks on Russia and on Lithuania and the perversion of the plebiscite in Upper Silesia; its spectacular inactivity in the case of Italy's murderous bombardment of Corfu; its complacency in the face of outrageous persecution of minorities and the betrayal of trust by the Mandate Powers; and, above all, its favoritism in respect to France, Italy, Great Britain and their client nations. Learned and unbiased is this veteran Professor; his words are usually flawless. But, because I am an Oriental, I am in a position to add another to the list of prominent shortcomings of the League: It has been reprehensibly neglectful of Asiatic affairs in general and Chinese affairs in particular.

Any superficial perusal of the Official Reports of the League of Nations year by year will prove that my assertion is not unjust. From the beginning of its formation roughly to the year 1924, the League's proceedings were mainly occupied with questions concerning Saar, Danzig, Silesia, and the economic reconstruction of Austria and Hungary. From 1924 roughly to the year 1926, it was the question of minorities and the administration—or rather maladministration—of mandated territories that absorbed the greater part of the League's attention. From 1926 to 1928, the lion's share of the League's time was in turn given to the recomposition of the Council as necessitated by the entry of Germany together with the problem of disarmament. Most of the problems, be it remembered, are by no means solved, but that belongs properly to another tale. The point that I wish to emphasize here is that the League has hitherto been concerned mostly with matters European.

Nor, again, does a review of how the League has responded to China's various appeals and requests make one feel any the more enthusiastic. To take a simple instance: while the League has been vigilant about China's opium suppression and passed resolutions one after another that it "regrets to note and views with the utmost concern the continued production of opium which is going on in China," it has maintained practical silence throughout over China's request that "the Chinese regulation as to the supply of narcotic drugs should apply equally to all drug stores owned by foreigners as to those owned by natives." Another more disheartening instance: On September 24th, 1926, the first Chinese delegate spoke before the Assembly and summarized the Wanhsien incident which occurred on September 5th of the same year. The technical error was that he did not previously notify the Chairman of the content of his speech. But the thing is that had he notified the Chairman, the latter, at the pressure of the British Government then under Baldwin, would most probably have denied him the platform. Anyhow, after the British delegate had sarcastically replied that he heard "with astonishment" the Chinese delegate's speech, the next day's "reminder" served by the Chairman to the Chinese delegation was, if anything, a clear indication of the League's submission to the will of a powerful State.

On the other hand, China's contribution to the League is totally disproportionate to what she has gained. Her share of the financial burden of the League is seventh place out of a total of fifty-five States. One of its original members, she rendered her best services in the most trying years of 1921-24. For it is to be remembered that during the aforesaid period when China was for the first time a member of the Council, her delegates were, as the official record has it, "the most disinterested mediators" during its deliberations. In searching the reports, one notes with pride that her delegates were on several occasions called upon to serve as rapporteurs of various committees on

Saar and Danzig. Then, is it not a commendable fact that China has never withdrawn or threatened to withdraw from the League as others have done when their requests for membership on the Council were turned down, although hers were turned down even more times?

There are, of course, allowances which we must make in regard to such organizations as the League. In the first place, it arose as a result of the peace treaty to end a mainly European war. Hence it is only natural that in its first few years European affairs should occupy most of its attention. Secondly, as the United States and Russia are still outside of the League, it is rather difficult for the League to tackle matters outside of the proper scope of European politics, and dip into world issues. Thirdly, it may be said, that as China's international problem involves numerous treaties and understandings between China and the Powers and among the Powers themselves, it is easier for the League to resort to its avoidance than to deal with it.

But, excuses though they may be, they are, anyway, insufficient, and the one like the last mentioned is, strictly speaking, unjustifiable. For what is its function if it is not to solve difficult and thorny questions? How can it attain the universality that its name implies if it continually confines its activity largely in Europe? And how can it square with its ideals if it does not lend at least moral support to the struggling nations? There are, it is true, people who think that the League cannot be made effective and useful outside of Europe unless it is supplemented by branch leagues, so to speak, in Asia and America. They propose, and it is not a bad proposal, that though a world-wide annual gathering is indispensable, still it is necessary that each important geographical division should have a branch assembly or council so that business transaction may be expedited and internationalism driven home to the peoples. But, while we hope that some sort of reorganization may be effected within a reasonable time, it is not improper to urge that, pending the reorganization, the League should turn its attention more and more to the affairs of other continents than Europe—especially Asia.

Meanwhile, it may be pointed out that we note with satisfaction new signs of a better attitude on the part of the League towards China, such as the recent visit of the Deputy Secretary-General to China, and the election of the first Chinese delegate, Dr. C. C. Wu, as one of the vice-presidents of this last session. And although the importance of the Chinese request for the more direct enforcement of article XIX of the Covenant—which calls for a periodic consideration of the revision of unfair or outmoded treaties—was dissipated in a weak resolution, still it means some progress in world politics. But, as I say, they are only signs. China wishes further to see action, and we put up two things as real tests of the League's sincerity; first, whether we can count upon the League's support in our treaty revision in coming months; and, secondly, whether we can get a membership upon the Council next year.

Much Publicity About a Six Mile Railway

THE BOARD of Directors of the Chinese Eastern Railway at Harbin on September 28 awarded the contract for the construction of a six mile railway connecting the Kirin-Tunhwa line with the southern end of the Chinese Eastern branch which connects Harbin and Changchun. The amount of money involved was approximately G.$75,000 and the contract for the construction was awarded to a Chinese contractor in Kwangchentze, the town of Kwangchentze being the actual junction point of the (now) Chinese controlled Chinese Eastern Railway and the Japanese Government-owned South Manchuria Railway. The announcement of the awarding of the contract for the six-mile railway received little attention in the newspapers in Harbin, but it received major emphasis in the newspapers in Japan even to the extent of a half-column on the front page of the *Japan Times*, published in English by Japanese interests in Tokyo. The reason for the extensive publicity in Japan was due primarily to the fact that the Japanese Government had lodged a strong protest with the Chinese authorities against the construction of this six-mile branch railway, the Japanese protest being based, according to the published reports, upon the fact that this action of the Chinese Directors of the Chinese Eastern Railway violated a provision in the loan agreement under which the Kirin-Tunhua Railway was constructed, the money for this road having been borrowed by the Chinese authorities from the Japanese. However, there was more back of this protest than was indicated on the surface and is understandable only to those familiar with past and recent events in Manchuria. In other words the Japanese protest is closely concerned with the present Sino-Russian crisis.

An inspection of a recent railway map of Manchuria is necessary to understand the situation, but for those who do not have such maps available, it may be explained the city of Kirin is the headquarters of Gen. Chang Tso-hsiang, head of the Kirin provincial government. Kirin province borders on Soviet Russian territory from the Korean border to the junction of the Sungari and Amur rivers. Many of the Manchurian border towns which have been attacked by Soviet troops, such as Pogranichnaya, Mishan, Tungning, and so on, are located in Kirin province and hence under the jurisdiction of Gen. Chang Tso-hsiang. In order to transport troops to the Sino-Russian border at Pogranichnaya and vicinity, it has been necessary for the Kirin Governor to send his soldiers from the city of Kirin over the Kirin-Tunhwa line to Changchun and thence over the Chinese Eastern line northward to Harbin and thence over the eastern branch of the C. E. R. to Pogranichnya. Ordinarily this would not present any serious difficulty, but it happens that the Japanese have a concession at Changchun and the railway station or junction point of the C. E. R. and S. M. R. lines is located within the Japanese concession. The Japanese have a large military force stationed at Changchun, the exact reason for which has never been clearly understood, and regarding which the Chinese have protested on the grounds that the

Japanese recently have considerably increased this force.

The construction of the six-mile railway connecting the Kirin-Tunhwa line and the C. E. R., was undertaken by the Chinese authorities on account of the refusal of the Japanese authorities to permit the Chinese to transport troops *bearing arms* through the Japanese concession at Changchun. When asked about their refusal to permit the Chinsee to send troops through their concession, the Japanese always have replied that they have no objection to the Chinese sending troops through their concession providing the troops are *transported as passengers* and the *arms and ammunition as freight*. The exact meaning of this explanation is not clear, but it is clear that serious trouble and bad-blood has developed between the Chinese and Japanese authorities over this question. Several days ago there was a serious incident at the town of Tiehling near Mukden wherein Chinese and Japanese soldiers were involved and which resulted in the the wounding of both Chinese and Japanese soldiers. In addition the Mukden authorities were stated to have strongly protested at alleged military manouvers which the Japanese have been holding at Changchun. These incidents are undoubtedly the outward manifestations of deep-seated animosities existing between the Chinese and Japanese authorities in Manchuria which are likely at any time to precipitate a situation that might outrival the present trouble between the Chinese and Russians over the control of the Chinese Eastern Railway. The Japanese may be technically right in refusing to permit the Chinese soldiers *bearing arms* to pass through the Japanese concession at Changchun, but when this refusal has the effect of handicapping and embarassing the Chinese in their efforts to defend their borders against the Soviet Russians it doesn't require much imagination to realize the effect of this Japanese refusal upon Chinese public opinion in the Three Eastern Provinces. To the average Chinese soldier or even officer, the Japanese refusal was interpretd as Japanese assistance to the Soviet Russians; hence the decision of the Chinese authorities to construct the new six-mile railway connecting the Kirin-Tunhwa line with the C. E. R. *outside of the Japanese Concession.* The urgency of the work was indicated by the fact that the Chinese inserted a clause in the contract for the construction of the new line specifying that the work must be completed before December 10. In the meantime it is understood that the Chinese are marching their troops through the country *around the Japanese Concession* rather than comply with the Japanese conditions for transporting the soldiers *through the concession.* It also is interesting to know that this Kirin-Tunhwa Railway has long been a source of friction between the Chinese and Japanese authorities in Manchuria, the Chinese opposing the extension of the line from Tunhwa to the Korean border where it would connect with the Japanese Government railways in the Korean peninsula. There have been many popular Chinese student demonstrations against the connection of the Kirin railway with the Korean railways, the Chinese alleging that the completion of this line would tend to draw this entire district into the Japanese sphere and tend to make it, in effect, a part of the Japanese colony of Korea. The area through which this line is projected is known as the "Chientao" district of Kirin province which the Japanese long have desired to control since it largely is said to be populated by Korean emigrees. Frequently the Japanese are reported to have sent troops into the area for the purpose of suppressing alleged bandit activities menacing the Korean frontier and on two or three occasions the Japanese military autorities are alleged to have threatened to send troops for the purpose of forcing the Chinese to agree to the completion of the Kirin-Tunhwa Railway which would facilitate the movement of Japanese troops from Korea into the Chientao district.

For a considerable period the Japanese have been engaged upon the construction of a new port located at the town of Seishin on the extreme upper western coast of the Korean Peninsula. It is at this point that the Japanese Government railway skirting the western coast of Korea touches the Japan Sea. A further inspection of the map of this area will show that Seishin is only a short distance from the Russian Port of Vladivostok; hence if the Japanese are able to force the Chinese to complete the Kirin-Tunhwa Railway to the Korean border where it will connect with the Japanese Government Railway running to Seishin it will have the inevitable result of drawing the products of the immensely rich Chinese Kirin province toward Korea and the new Japanese port of Seishin on the coast of Korea. The problem which the Chinese face on this question is therefore quite similar to the problem of Fengtien Province of South Manchuria which must ship its products out to the sea through the Japanese Port of Dairen. The completion of the Kirin-Tunhwa line (Japanese financed) will also tend to draw products from the zone of the eastern branch of the Chinese Eastern Railway. The Chinese effort to connect the Chinese Eastern Railway with the Kirin-Tunhwa line and the Japanese attempt to block this move as well as force through the extension of the Kirin-Tunhwa line to the Korean border are significant phases of the 'battle of railways' which has been in progress for many years in Manchuria and which recently was brought to international attention through the Chinese action is assuming control of the administration and operation of the C. E. R. from the Soviet Russians.

Frequently it has been stated in *The Review* that the problems facing the Japanese and their government-owned South Manchuria Railway are quite similar to the problems which the Soviet Russians faced in North Manchuria in connection with the C. E. R. There is no concealing the fact that Chinese animosities against the Japanese are just as bitter as they are toward the Soviet Russians and should the Chinese succeed in settling the C. E. R. controversy on a basis advantageous to China, then the Chinese inevitably will direct their attention toward the Japanese monopoly in South Manchuria which is even more disadvantageous to China than was the Soviet Russian monopoly in North Manchuria. Recently there have been rumors to the effect that the present Japanese Government is attempting to reach an understanding with China regarding the South Manchuria Railway, one pro-

minent Chinese official recently being an authority for the statement that the Japanese Government proposed to both Nanking and Mukden that Japan would permit China to purchase a third interest in the S. M. R. and at the same time China would be permitted to participate in the administration of the Japanese leased zone on the Kwantung Peninsula. The Chinese, of course, refused to consider this proposal and are said to have informed the Japanese spokesman that nothing short of a controlling interest in the S. M. R. would satisfy Chinese national aspirations. In view of the fact that negotiations are shortly expected to open between China and Japan on the question of a new Sino-Japanese commercial treaty replacing the one which expired in 1926, there is hope that the present Japanese Government, which is pledged to a conciliatory policy toward China, will take advantage of this opportunity to try to reach a genuine understanding with the Chinese that would lead to a peaceful settlement of the Sino-Japanese railway controversies in South Manchuria, which, as stated are even more dangerous from the standpoint of threats to international peace than the C. E. R. controversy in North Manchuria has been.

Feng Yu-hsiang Again

THE crisis between Nanking and the Kuominchun armies which was temporarily averted last spring as a result of the Peiping conferences in which Chiang Kai-shek, Chang Hsueh-liang and Yen Hsi-shan participated, has reappeared. This time it promises to assume the nature of a final showdown between the northwest militarists and the Central Government. Anticipated for weeks, the ominous signs of rebellion definitely materialized in the form of a telegram circulated on Oct. 10 by a number of Kuominchun generals, headed by Sung Chi-yuan, chairman of the Shensi provincial government, in which Chiang Kai-shek and the Nanking regime were pilloried for various and sundry iniquities. Addressed ostensibly to Generals Yen Hsi-shan and Feng Yu-hsiang, and requesting that they take command of a "punitive expedition" directed at the capital, the Kuominchun statement assembled charges ranging from indifference toward the northwest famine situation and weakness in the Sino-Soviet dispute, to personal calumnies against Chairman Chiang, similar to those made in the manifesto which the Reorganizationists recently directed against him. Disbandment was branded as a scheme of Chiang Kai-shek's to reduce the armies of military leaders in other provinces, who had given meritorious service in the cause of the revolution, while, it was asserted, he increased the ranks of his own units.

The day following the receipt of the news at Nanking that the Kuominchun movement had fructified in this telegram, a hurried military council, presided over by Chiang, met and issued an order for a general punitive campaign against the Kuominchun militarists who had signed the petition. From the *Review's* Nanking correspondent the news reached here Friday night as follows:

> What amounts to a virtual declaration of war by the National Government against Feng Yu-hsiang, supposedly retired militarist, but actually chief of approximately 300,000 Kuominchun troops in the provinces of Honan, Shensi and Kansu, was made here today when the State Council issued a mandate ordering a punitive campaign against Generals Sung Chi-yuan and Shih Ting-ming, both Feng's men, who are reported to be lining their troops along the Peiping-Hankow Railway with the intention of occupying it and proceeding toward Hankow.
>
> It is reported that Feng's forces have reached Hsuchang, near the center of Honan, on the Peiping-Hankow Railway. General Liu Shih, National Government commander at Hankow, and has been ordered by Chiang Kai-shek to proceed from that city and curtail the movements of the Kuominchun troops. It also is learned that Feng's leaders, Sun Liang-cheng and Cheng Ta-chang, are planning a drive toward the capital along the Tientsin-Pukow Railway, from their positions in western Honan. General Hsiung Shih-hui has been ordered by Chiang Kai-shek to frustrate this movement.
>
> The State Council mandate followed yesterday's closed session of the National Government military leaders, headed by General Chiang Kai-shek, which decided on a punitive campaign from Nanking, probably led by General Ho Ying-ching, chief of the military inspectorate.
>
> Another mandate ordered the dismissal of and arrest of General Lu Chung-lin, Minister of War, and General Liu Chi, Chairman of the Pension Committee of the Disbandment Conference. Both are Feng Yu-hsiang acolytes and members of the Kuominchun. They are believed on their way to Peiping at present.

Nanking is not underestimating the seriousness of the situation. Since the open declaration of intended hostilities with the northerners, an elaborate plan of campaign has been made public. Five armies are to advance against the Honanese troops. As announced by *Kuo Min* they are to be arrayed as follows:

> General Fong Ting-ying as Commander of the 1st route army
>
> General Liu Chih as Commander of the 2nd Poute army
>
> Geneard Han Fu-chu as Commander of the 3rd route army
>
> Geneard Ho Chien as commander of the 4th route army
>
> Gnneard Tang Seng-chi as Commander of the 5th route army.

According to other reports three lines are to move toward Kaifeng. General Tang Seng-chi will be stationed at Chengchow in command of troops occupying the Lunghai Railway as far east as Suchowfu. General Ho Ying-ching, who is now in Hankow, will proceed along the Peiping-Hankow Railway to assume charge of the government troops along this line. And from Anhwei, General Fong Ting-ying will move into southern Hunan with the ultimate object of effecting a union with other government troops and pushing back the Kuominchun soldiers from western and southern Honan.

Although clashes have been reported as having already taken place near Loyang there has been no confirmation of this available. It is believed that no actual fighting will occur until early next week, when it is expected the government troops will be able to begin an offensive. Meanwhile it is interesting to consider the issues involved, and the fundamental differences that separate Nanking from the northwest militarists.

The Kuominchun generals have, as has been pointed out, accused Chiang Kai-shek and those associated with him in the Central Government, of corruption, an unwillingness to consider the needs of the people, and an obvious intention to delegate

the military control of the country to one man. Elsewhere in this issue of the *Review* there appears a statement issued by the Central Publicity Committee refuting these charges and in turn making counter-accusations against Feng Yu-hsiang and his cohorts. This statement asserts that the government has extended extraordinary patience to the "feudalists", has watched them ruin the provinces over which they held control; force the people to grow poppies instead of the grain necessary in order to avoid famine; expand their armies instead of decreasing them according to the decision of the disbandment conference; generally dissipate the resources of the country and rule with a ruthlessness, an autocratic and appaling disregard for the welfare of the men and women subject to their military control. Goaded beyond endurance with this unchanging policy of destructionism, and their continued "bleeding of the people", the Central Government was forced to take action against them as "enemies of the revolution and traitors to the country."

Sooner or later the National Government was bound to face a major conflict with the northwest leaders. Followers of an old school of regional militarism, Feng Yu-hsiang and his subordinates never have really been in sympathy with the hopes of the Kuomintang to establish a central authority in which would be vested the civil and military control of the nation. For purposes of expediency they joined the Nationalists' anti-Fengtien drive in 1927 and for a time appeared to sympathize with the movement for unity. Such a temporary alignment with the revolutionists was to them important as a means of further entrenching their own position, which quite accurately may be termed a feudalistic one.

As long as the Kuomintang demanded from them no more than nominal allegiance to a Central Government, the idea was acceptable. So long as that government could be called upon to furnish funds—perhaps forced to do so by threats of secession from the general or generals who happened to made the demand—it was a convenient source of revenue to fill the war coffers of the northwest. Under the guise of employing such remittances for reconstruction purposes they have frequently been used for expanding the various armies of these northern leaders. Such armies, it was recognized would soon be needed as defense against the enforcement of certain measures to them unpleasant to contemplate. Among the latter were such matters as the establishment of a modern judiciary, free from political influence; the installation in each province of recognized representatives of the federation, among them officials of the Ministry of Finance; and the substitution of civil authorities for those of a purely military nature. In order to accomplish the latter it was necessary that the egregiously excessive soldiery be reduced by at least 50%. And for the troops which remained after this wholesome paring process had taken place, it was necessary that a central control be established, if the ideals of the revolution were to be realized; a country in which the civil authority was master, instead of servant, of the military.

To effect such a reduction called, of course, for the enforcement of disbandment measures. And this is the issue upon which the northwest militarists have balked. To agree nominally to the principle of unification was one thing. To witness the carrying out of that principle was quite another. In the effects of disbandment the Kuominchun militarists foresee themselves robbed of the power which they have exercised, with varying degrees of candid absolutism, over the provinces of Honan, Shensi, Kansu, Shansi, Suiyuan and, until recently, Chihli. With the reduction of their armies they see the downfall of their type of overlordship. And, roused to the need for a common defense against a system which threatens their extinction, they now are making what will probably be a last stand against the ideology of the Kuomintang, a credo which may be expressed simply as faith in a powerful, centralized authority, maintaining a unity among semi-autonomous districts.

Disbandment must be effected if China is to emerge from the pitifully impoverished condition in which she finds herself today. With approximately 1,800,000 troops in service under various armies, absorbing about three-fourths of the national revenues, quite obviously no substantial progress can be made along the lines of the sorely needed construction and reconstruction. Quite obviously too, no government can succeed while so many troops, chameleon in their loyalty, are usurping the power that, according to the Kuomintang idea, belongs to central authority alone.

It appears somewhat ironic that the only way this principle can be put into effect is through further civil war; on the face of it the necessity for peace is so patent that even warlords might be expected, for the good of the people who under them have suffered tremendously, to lay down their arms and amicably bow to the will for common good. But such is not the case. These north China warlords do not relinquish power easily, as has been proved in numerous instances in the past.

If the government succeeds in this conflict, the military challenge will, with decisive finality, have been eradicated. After the subjugation of the Kuominchun, no faction or conceivable group of factions will be sufficient to withstand, for any length of time, what will then be a really centralized military control.

It is dangerous to attempt to predict the outcome of the clash between these two armies, each bent on administering a punitive lesson to the other. From this end it appears that the odds decidedly favor Nanking—far more so than was the case when this same situation arose last May. Undoubtedly there is greater faith among the government military leaders in the righteousness of their cause; there is a noticeable more dependable loyalty among them. The Nanking troops are better equipped, better clothed, and have the advantage of occupying the two railways leading into the supposed scene of war. Public opinion in central and south China, is solidly behind them, and it is doubtful if even in the cynical north, outside Feng's own districts, there is any enthusiasm over the possibility of a defeat of Nanking at the hands of the "Christian General."

What Yen Hsi-shan will do, of course, will have a great bearing on the outcome of this contest. If his 200,000 men are used in support of the government's troops, the rebellious Kuomin-

(*Continued on page 287*)

The South China Military Situation as Canton Sees It

(By "Lighthouse", the Review's Canton Correspondent)

DESPITE all sensational rumors emanating from foreign and Japanese sources, no decisive battles as yet have occurred in Kwangtung or Kwangsi. All the railways in South China including the Canton-Kowloon Railway, the Canton-Hankow Railway and the Canton-Samshui Railway are running as well as all the steamers plying between Canton and other principal seaports in South China. Tranquility continues on the West River. Twenty thousands Cantonese troops under General Chen Chi-tang, Canton Dis-

General Chen Chi-tang

Commander of the combined Kwangtung-Nanking forces, who are preparing to launch a punitive campaign against the insurgents.

bandment Commissioner and C.I.C. of the Eighth Route Command, and General Chen Ming-tsu, the Canton Civil Governor, are fortifying Wuchow, Fung Tsun, Takhing and Shiuhing. A large army is concentrating at Samshui, the chief railway terminus near Fatshan. General Chen Chi-tang departed from Canton on October 6 for the West River and has established his headquarters at Wuchow. Judging from recent developments war will not take place in Kwangtung and possibly not at Wuchow, which is the first seaport of Kwangsi, situated near the Kwangtung frontiers at the head of the West (Si Kiang) River. Eight Canton gunboats are at Dosing in Upper West River.

Canton leaders are massing thousands of Cantonese troops and several gunboats at Wuchow. With half of the Kwangsi troops now pledging their allegiance to the National Government at Nanking it is doubtful if the extremist troops at Nanning will be able to join with Chang Fah-kwei's 4th Division, now reported to have arrived at Chuanchow, in northern Kwangsi.

Canton was reassured by the arrival of over thirty thousand Nanking troops under the commanders of the 2nd, 3rd, and 8th Nanking Divisions. The new-comers have been dispatched to Northern Kwangtung with headquarters at Shiukwan and Yingtak. With the Nanking troops in Canton the radical troops in Kwangsi and those of the 4th Division are now outnumbered. General Chen Chi-tang has declared in a public ultimatum, "If General Chang Fah-kwei is not suppressed in a month's time, I will consider myself a failure!" Two Divisions under General Chen Chi-tang are among the troops now at Wnchow.

Unity Among Canton Leaders

That there is unity and strong desire to support the National Government among the Canton leaders was evidenced in speeches made by General Chen Ming-tsu and General Chen Chi-tang at the Provincial Kuomintang Department at Canton at the big meeting of over 1000 Kuomintang members last week. General Chen Ming-tsu declared:

"Those calling themselves Reorganisationists are nothing but trouble-makers. They deceive the peaceful citizens by declaring that they have Mr. Wang Ching-wei, (the Leftist politician) back as their leader, or that they are advocating reforms of government for China.

"Strong rumors are afoot and have multiplied. They are, of course, absolutely groundless and extremely ridiculous. For instance, when I was in the Nanking Capital, conferring with Marshal Chiang Kai-shek on the disbandment in South China, rumor had it that I was held captive by the Government and that such and such parties had joined hands against Marshal Chiang Kai-shek.

Rumor-monging Hongkong

"Hongkong has always been the center of rumors. Recently it was reported that the downfall of the Nanking Government was imminent. Yet peace continues".

Continuing, General Chen Chi-tang asserts: "The revolt of Chang Fah-kwei is but an empty dream. It will soon pass and be forgotten.

"Compatriots should realise the stability of our Central Government. By reason of its close relationship with Nanking, Canton is absolutely safe from the Reorganizationists. Should they start anything today, they will be wiped out tomorrow. Canton was facing heavy odds a few months ago, during the war with the rebels in Kwangsi, yet peace, and order were quickly re-established. Our position at Kwangtung has been further strengthened, the army having been reorganised. Should the so-called 'Ironsides' attempt rebellion here, we will crush them. One or two divisions of our army can easily reduce them. The Canton Government troops have been reinforced by Nanking troops; the Central Government has dispatched three or four divisions south to stamp down the revolt. Chang Fah-kwei with a handful of desperadoes is now stranded in the west of Hunan where General Ho Chien will leave no stone unturned to suppress them."

General Chen Ming-tsu

Who is decidedly anti-Red. Governor of Kwangtung province, he has said, "Unless we clean out those rebels in a week, I am not a man....."

General Chen Chi-tang told his audience that his aim in the campaign on the West River is to "wipe out all Communist undesirables from South China and consequently it is a war on the Reds. The revolt of Yu Tso-pei will not endanger the tranquility of Kwangtung, but in supporting the 4th Division under Chang Fah-kwei, Yu Tso-pei and Li Ming-shui are challenging the authority of the Province of Kwangtung as well as that of the Central Government. There is not the slightest doubt that the winner will be Canton, which possesses an army five times that of the combined force of the 4th Division, the Nanning radical troops and a few thousands of bandits and Reds in Kweichow Province. Lui Woon-yim, (or Luh Huan-yen) has definitely allied with Canton.

General Chang Fah-kwei

Ubiquitous are his forces, variously reported as having been bottled up in southern Honan, as having entered Chuanchow in northern Kwangsi, as having been exterminated, and, lately, as marching on Pinglo in eastern Kwangsi

Old Enemies Meet Again

The Cantonese people learned a most bitter lesson from Chang Fah-kwei in 1927 and the very mention of his name at once produces resentment. The fact that only about 18 months ago Chang Fah-kwei made a public statement that he had repented and yet within such a short time is now sending communist agents into Nanning, the capital of Kwangsi Province, to organise another uprising of Reds in Canton further exposes his extremist ideas to the Canton populace. Over 1000 Red undesirables, sent here by the 4th Division and Kuomintang Reorganisationists, made an effort to penetrate into Kwangtung during the past three weeks, many of them being arrested and confessing their commission to start trouble in the southern metropolis.

Although it is freely rumored in South China that a political alliance is a foot between the 4th Division and the Kwangsi militarists, including General Huang Shao-hsiung and Pei Tsung-chi, well informed circles state that the more conservative elements among the old Kwangsi Party are not at all favouring the alliance. It is probable that the offer of the 4th Division will be rejected. The determination of the conservative Kwangsi militarists to remain away from the present turmoil is because General Huang Shao-hsiung, who was ruthlessly ejected from his administration in Canton in 1927 by Chang Fah-kwei is still entertaining a most doubtful attitude towards the crafty, unscrupulous and selfish Communist politicians.

When Chang Fah-kwei usurpeld power at Canton in 1927 he disarmed the troops of General Chen Chi-tang, who was at that time one of the divisional commanders. The Kwangsi brigades stationed in Canton in 1927 are under the banner of General Chen Chi-tang at the present moment in Kwangtung. General Chen Chi-tang is the C. I. C. of the Kwangtung Army. On the other hand, General Chen Ming-tsu the present Civil Governor of Canton, was the man who disbanded a number of the units of the 4th Division in the East River districts in the early part of 1928, while Chang Fah-kwei was directing the retreat of his division from Canton via the East River, for Hunan and eventually the Yangtsze Valley.

The title of "Ironsides" was given to the gallant old units of the 4th Division, many of whom perished during the Northern expedition of the Kuomintang Army against the late Chang Tso-lin. Troops of the 4th Division at present are largely former Red farmers enlisted by Chang Fah-kwei in 1927 in Kwangtung. The "metal" of the so called "Ironsides" is therefore open to considerable speculation.

When interviewed in Canton a few days ago, General Tsoi Ting-kai, commander of the 59th Division, asserted that Canton feeling is decidedly anti-Chang Fah-kwei. General Tsoi said that the "Ironsides" were utterly defeated by troops then under the command of Chen Ming-tsu in 1927 on the East River, when hundreds of their weapons were seized by General Chen Ming-tsu. The latter therefore is most confident that if he meets his old enemies again this time in West River the final extermination of the 4th Division is certain.

The Kwangtung & Kwangsi Armies

The present Army in Kwangtung after the recent disbandment movement consists of five Divisions with the 59th Division, (under command of General Yu Han mao) stationed in North River; 60th Division, (under General Tsoi Ting-kai) in East River; 61st Division (under General Chiang Kwang-nai) at Swatow, the port of East River; the 62nd Division (under General Heung Hon-ping) at West River and the 63rd Division under General Li Yeung-king at Canton. It should be noted that these divisions were stationed in their respective districts before the threatened invasion of Chang Fah-kwei's 4th Division. In addition to these five divisions, it is the intention of the Kwangtung Provincial Government to call back the Kwangtung Brigade under Colonel Chen Wai-hsien, dispatched by General Chen Chi-tang recently into Fukien-Kwangtung borders to undertake the suppression of the Communist bandits there, into Canton and it is probable that this Brigade will combine with other brigades to form a new division, with General Tai Kik as its commander. In addition, the National Government has sent three Divisions, the 2nd Division, under the Command of General Kuo Chu-tung, 3rd Division, under General Mao Ping-wen, and the 8th Division under General Chu Shao-liang, to reinforce the Canton divisions on the West and North River districts where invasions of the 4th Division insurgents and the Kwangsi rebels are anticipated. It is confidently expected by the Canton Government and General Chen Chi-tang, as he expressed in his public speech, that the combined Canton and Nanking Armies totalling 80,000 men strong, will be more than adequate to suppress the extremist militarists in Kwangsi and possibly Kweichow Provinces within the short period of a few weeks. True, the Kwangsi and the 4th Division will certainly be greatly outnumbered with the big army under General Chen Chi-tang.

Apart from the approximately 30,000 units of the 4th Division now marching somewhere in the interior part of Hunan, the Kwangsi force, comprising three divisions, two independent brigades and three independent regiments, is on the verge of breaking up. The following is a list of the Kwangsi divisions; the 15th Division under General Li Ming-shui at Nanning; the 16th Division under General Lui Woon-yim, (or General Luh-Yuan-yen) at Wuchow and vicinity; the 57th Division under Yang Tang-hui at Liuchow; the 1st. Independent Brigade under Hsu Kai-ming at Liuchow; the 2nd. Independent Brigade under Meng Chi at Sunchow; the 1st. Independent Regiment under Hsu Fai-sang at Lungchow; the 2nd Independent Regiment under Chang Yin-man at Poseh; and the 3rd Independent Regiment under Wong Yat at Poseh. Of these, both Generals Yang Tang-hui

After the Red Party in 1927

Under General Chang Fah-kwei the flourishing city of Canton was reduced, by a coup d'etat of the 4th division and a subsequent Red uprising, to ruins of which this is but a single picture.

and Luh Huan-yen have pledged their support to the National Government, severing all relations with the extremist elements in Nanning. This leaves only about 15,000 Kwangsi soldiers likely to join hands with the 4th Division if the latter arrives at Kwangsi.

The Kwangtung Defence

Thousands of troops of General Heung Hon-ping are concentrating at Samshui, the principal railway terminus on West River on the Canton-Samshui Railway. Further up the West River is Kumli, where more of Heung Hon-ping's troops are stationed. Next to Kumli is Shiuhing, considered to be a strategic point, which is also garrisoned by the Heung Hon-ping troops. Yuet Shing and Takhing come next and here units of the 59th Division under Yu Hon-mao are taking up positions, with parts of Takhing, and Fung Tsun and Lukpo being garrisoned by the 245th, 246th, and 123rd Canton Regiments under Heung Hon-ping of the 62nd Division. The 117th and 118th Canton Brigades under General Yu Hon-mao left Canton the other day for Kwang Ling and Wei Tsap on North River. The newly arrived Northerners under the command of the 3rd and 8th Nanking Divisions will be commissioned to leave for Yingtak and Shiukwan in Northern Kwangtung to protect that part of the Province and the Canton-Hankow Railway (Kwangtung section).

The Coming Attack

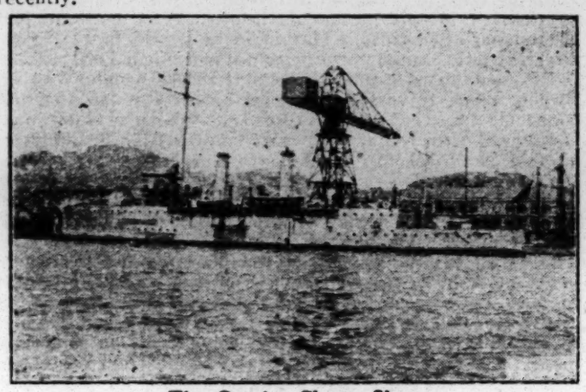
It is expected that the Cantonese troops attack on the "Leftist" insurgents in Kwangsi will be made in several directions with one force, possibly the newly arrived Northerners, marching from Shiukwan into the Hunan-Kwangtung region joining up with the forces under General Ho Chien, the Governor of Hunan Province, to check the advance of the 4th Division preventing any of them from entering Kwangtung. Another contingent will make way for Kweilin, (the ancient capital and now principal city of Kwangsi) through the western part of Kwangtung, making an attack on the insurgents among the Kwangsi rebels, under Li Ming-shui, who has joined hands with the 4th Division.

Liuchow, the industrial centre of Kwangsi, is the present objective of the Cantonese troops under Heung Hon-ping now moving slowly but surely from Wuchow up the West River. The troops garrisoning Liuchow are those under General Yang Tang-hui, who to all outward appearances have surrendered to General Chen Chi-tang. It is anticipated that Yang Tang-hui will allow the Cantonese troops to enter without fighting. With the capture of Liuchow, the majority of operations in Kwangsi, unless some unforseen developments set in, will be at an end. The second step will be the attack on Nanning, the present Capital and site of the Kwangsi Provincial Government, where the main body of the radical units of Li Ming-shui and Yu Tso-pei is located.

General Yu Tso-pei

Organizer of Red farmers in Kwangsi, leader of a rebel movement against the Nanking government.....reported to be effecting a union with Chang Fah-kwei

One distinct advantage of the Cantonese troops over the Kwangsi "Leftist" Army and the 4th Division in the coming war in Kwangsi or Kwangsi-Hunan frontiers is the fact that Kwangtung possesses, perhaps, the strongest air force in China, which can be utilised to its full extent in launching aerial attacks on the Kwangsi radical troops in the upper West River districts. At this writing the Canton government aerodrome at Taishatau in Canton City has four American army J. N. planes with Curtis OX5 motors, one De Havilland with Liberty Motor, 18 other planes of French manufacture, ten British Avro-Aviands, and two other English planes as well as 5 American training planes purchased recently.



The Crusier Chung Shan

Named in honor of Dr. Sun Yat-sen, this flagship of the Canton fleet of twenty gunboats, is prepared to carry on with the late leader's last words as its avowed slogan....."peace—struggle—save China!"

Planes Sent to West River

Already some eight aeroplanes with a party of pilots have been dispatched to West River with headquarters at Wuchow and Shiuhing, where there are landing fields. When the 4th Division succeeds in penetrating into Kwangsi joining with the troops under the radical Kwangsi Governor, Yu Tso-Pei and General Li Ming-shui, it is anticipated that the Cantonese troops now controlling Wuchow and Shiuhing, two strategic points on the upper West River near the Kwangtung-Kwangsi borders, under General Chen Chi-tang, the C.I.C. of the Cantonese troops, will make use of the aeroplanes to scout Sunchow, Kweihsien, Pinglok, and Nanning. There is a landing field at Nanning and according to latest messages from General Chen Chi-Tang's headquarters at Wuchow the Canton military expect to take Nanning within one or two week's time at the most. With the aeroplanes belonging to the Kwangtung Army flying over the Kwangsi lines, spotting the enemy when they are moving, and reporting their strength and positions and dropping bombs, it is believed that the Kwangsi radicals, who will be without the assistance of an air force, will be seriously handicapped.

Recently five Canton aeroplanes with General Chen Ming-tsu, the Civil Governor, among the passengers, undertook a long distance flight from Canton to Nanking and it is now learned that all these planes have returned to the Taishatau aerodrome. The planes include the *Tung Koon* under Wing Commander Teng Yuet-ming, *Poon Yue* under Wing Commander Wong Kan-ngar, and the *Nam Hoi* under 1st Squadron-Commander Wong Kwong-yu. The Canton aerial department, formerly under the administration of General Chang Wai-chang who is now in Nanking, will be entrusted to Commander Wong Kwong-yu. Of the 30 flying officers who left for the North with the five planes twenty of them have returned and a few of them are due at Canton from Shanghai in a few days' time.

The Canton Navy

While Kwangsi does not possess any gunboat that can be utilised for warfare purposes the Canton Government is proud of her fleet of more than fifty gunboats and cruisers, including the cruiser, *Chung Shan*. Some twenty men-of-war belonging to the Canton fleet with *Chung Shan* as their flagship left for Wuchow sometime last week under the command of Admiral Chen Chak. Among the Cantonese gunboats that are now in Wuchow and upper West River are *Kong Tai, Kong Hon, Kin Yu, Tsap Shun, Chung Yuen*, the cruiser *Chung Shan* and ten others. Four of the gunboats are concentrating at Dosing between Fung Tsun and Samshui on West River. Admiral Chen Chek has hoisted his flag in the cruiser *Chung Shan* and he intends personally to direct operations on the Kwangsi rebels when war actually begins. Four of the gunboats are seen at Wuchow, where Admiral Chen Chak is staying with the C. I. C. Chen Chi-tang. Judging from the positions of the Canton aeroplanes and gunboats it would seem that the Kwangsi capital, Nanning, the present stronghold of the "Leftist" rebels will be attacked simultaneously by air, land and river forces.

Sidelights on Harbin

BY J. B. POWELL

THE Chinese police authorities in the Harbin Special Area, or to use the old Russian name, "Pristan" have solved the traffic problem from the standpoint of congestion on the chief street, Kitaiska Street, which corresponds to Nanking Road in Shanghai, by completely abolishing the use of rickshas in this section of the city. As a matter of fact, the number of rickshas in Harbin, including the large Chinese city, is strictly limited, there being not more than 3,000 rickshas in the entire municipality of probably 500,000 people. Kitaiska Street, which traverses the entire former Russian area and, connects with the newer part of the city known as New-Town, is reserved entirely for motorcars and Russian droshkies, or horse-drawn carriages. Richshas are permitted to operate in the Chinese section or Foochiahsien and may traverse some of the cross streets leading into the Special area but are seldom seen on the chief Kitaiska street and then only late at night when most of the other traffic has stopped. The cheap taxicab has taken the place of the ricksha, it being possible to travel from the Special Area or Pristan to New-Town, a distance of about two miles, for forty cents Harbin currency which amounts to about twenty-five cents in Shanghai currency or twelve cents in American money. The taxicabs make the regular circuit from one section of the city to the other and back again picking up passengers along the route until the car is full and then dropping them at their destinations as they wish to alight. The taxis are all owned by individuals and are American cars, many of them appearing to have had hard service in Shanghai and elsewhere in China before ending up in Harbin. Then, in addition to the taxis there are motor-buses which are also owned individually or by small groups of individuals rather than by a single large corporation. The bus fares are even lower than the taxis, but if one is desirous of still cheaper transportation there is a sort of cart resembling an exaggerated ricksha which is pulled by a Mongolian pony, the driver alternately riding on the shaft at the side or running alongside.

Only Paper Currency

Harbin is one of the few cities in China where one never sees any silver currency, all of the money being paper with fractional notes in denominations of 5, 10, 20 and 50. The paper dollar is known as "Harbin Currency" and is worth from 25 to 30 cents from the standpoint of the American gold dollar and about half these amounts when estimated in Japanese yen. The use of fractional notes has eliminated the depreciated small coin which is prevalent over most of China south of the Great Wall; hence in Harbin one receives ten 10 pieces or notes for $1 and not eleven or twelve dimes as in Shanghai, Nanking, Tientsin, Canton and elsewhere in South China. The instability of the Harbin paper dollar, however, causes a serious problem in all commercial transactions, because one must figure the real value in either Japanese yen or Russian roubles. All salaries on the Chinese Eastern Railway are paid in gold roubles theoretically, but actually the employe receives Harbin paper dollars in the equivalent of the Russian gold rouble. In the shops, however, all transactions are figured in Japanese yen, but payments are made in Harbin paper dollars according to the day's rate of exchange. As a result of the elimination of the depreciated or "squeezed" small coin, the number of exchange or "cash" shops in Harbin is strictly limited and the few that do exist are only maintained for the purpose of exchanging Harbin paper currency for Yen or American gold dollars.

While Harbin is generally better policed by the Chinese authorities than the average Chinese port which is policed by foreigners in China, there is one feature of the city which causes a distinctly bad impression upon the new-comer. That is the prevalence of beggars, particularly Russian beggars, it being stated that there are more than 500 in the Special area alone. Many of these beggars are small boys ranging from five to fifteen years of age, practically all of them child refugees from Soviet Russia. They infest all of the streets and congregate about the entrances to the hotels, moving-picture houses, restaurants, and so on. There are also a few Chinese beggars of a type similar to those in South China but in Harbin the Chinese beggar has a difficult time competing with the Russian variety. Practically all of these beggars are stated to be dope-fiends, that is, drug-addicts, and residents of Harbin will point out a place on one of the chief streets where the beggars obtain narcotics, the place being operated by Japanese and Koreans. The municipality maintains a hostel, or workhouse, for destitute persons, but it has been impossible for the Chinese authorities to keep all the Russian beggars off the streets.

Chinese Modernize City

Foreign "die-hards" in the treaty ports in China proper who constantly allege that the Chinese would not maintain the European standards if permitted to control the foreign concessions, should be compelled to visit Harbin where the Chinese practically have rebuilt the foreign section from the standpoint of public improvements since coming into control of the city some six years ago. When the Russians controlled Harbin the chief, or Kitaiska street, was practically impassible for anything excepting a Russian carriage or droshky. Immediately after assuming control the Chinese paved Kitaiska Street with granite blocks so that it now is possible for the Harbin fire department to traverse the street at about forty miles an hour without mishap—at least to the fire-department. Another street, paralleling Kitaiska Street is also rapidly being transformed into a modern thoroughfare. Formerly it was a muddy road practically impassable during the rainy season. Now it has been paved and double-tracked for the street car system in modern American fashion with a row of ornamental lamp posts down the center. One side of the street, formerly occupied by cheap junk-shops, has been completely rebuilt with modern Chinese business houses, and an up-to-date sewage system is being installed. In the New-Town section of the city a wealthy group of Chinese officials, bankers and business-men is now engaged in the development of a high-class exclusive Chinese residential section which is to enjoy the name of "Riverside-Drive" in imitation of the exclusive section of New York City. The section is about six blocks square and all houses are to be regulated from the standpoint of size, distance from the street and each other and no shops are to be permitted in the area. No foreigners are permitted to own land in the exclusive section, or at least no foreigner in Harbin has sufficient money to buy land in the district. More than 3,000 laborers are now engaged in developing the new streets and beautifying the landscape prior to the beginning of house construction.

1250 Russians Become Naturalized Chinese

(Special Correspondence to the Review)

Harbin, October 12.—The number of former Russian subjects who have become Chinese citizens by naturalization has now reached 1,250 according to an official report of the Chinese authorities in Harbin this week, the report stating that the recent crisis in Sino-Russian affairs over the control of the Chinese Eastern Railway has had the effect of greatly accellerating the applications for citizenship on the part of Russians residing on Chinese soil. Some 500 applications are now on file awaiting the action of the National Government at Nanking, stated the report. Of the citizenship applications which have been granted in the past three years, only 2 percent have been women.

There are said to be approximately 125,000 persons of Russian blood residing on Chinese territory in the Three Eastern Provinces of Fengtien, Heilungkiang and Kirin, of which number from 90,000 to 100,000 reside in Harbin which is located in Kirin province. The remainder reside chiefly along the Chinese Eastern Railway which extends across the provinces of Heilungkiang and Kirin for a distance of more than 1,000 miles. Aside from those who are engaged in Harbin and in the various towns along the railway, the largest single group of Russians is employed, or was employed prior to the recent trouble, on the railway itself, the number running from 12,000 to 18,000. Since the Chinese took over control of the road last summer the number of Russian employes has been reduced, the present number being stated at 8,000.

In addition to the foregoing, there are also many Russians in Manchuria who are engaged in farming, mining and operating timber concessions. The largest farming community is located on the Argun River along the northwestern border of Heilungkiang province in an area popularly known as the "Three River District," a rich agricultural and dairying territory which resembles sections of Minnesota or Wisconsin. The number of Russians in this territory is said to be 8,000, practically all of whom moved across the border into Manchuria during or following the Russian Revolution. The Three River District supplies Harbin and other cities of North China with their meat and dairy supplies and in addition a considerable quantity, particularly beef, is exported to Japan during the winter season.

The Chinese population of the Three Eastern Provinces is now estimated at 28,000,000 and aside from the normal growth is stated to be increasing at the rate of more than 1,000,000 annually through immigration from sections of China south of the Great Wall, chiefly from Shantung, Chihli and Honan provinces.

In Defense of the Modern Chinese Girl

BY CHOU CHIN-HUANG

BEING a young man of New China myself, my attention naturally was drawn to the article appearing in the *China Weekly Review* for Oct. 5, devoted to a discussion of the problem of the so-called "Modern Chinese Girl", by Mr. P. Whang. Although I have not been invited by the editor to make any "sound rebuttable against" the said article, I feel, nevertheless, that this article can do much injustice to many of our girls if left untouched by such a large number of men and women who have their proper share in the true voice of New China.

Among the many changes which have taken place as a result of our contacts with the West, the introduction of the type of romantic girls as described by the author of "Deficiences of the 'Modern Chinese Girl'" is a fact so obvious that it would be too foolish to deny it. Life is evolutionary and initative. Westerners have induced us both directly and indirectly to participate in their entertainments and to admire their physical well-being and material comforts. Chinese, like the blue-eyed, possess the universal human instinct of imitation—a force that urges improvement and modernization.

Modernization Not Merely Westernization

If "modernization" for women is merely Westernization and interpreted in the limited sense of bobbed hair, high-heeled shoes, Western clothes, new styles of dressing, dancing enjoyments and a whole lot of recently imported items, it goes without saying that modernization has truly shaped just one model for us, namely the "modern Chinese girl" described by Mr. Whang as undesirable. But history—the social history watching the changes in men and women throughout the centuries—tells us that the force of modernization has done something more. Hence to accuse without discrimination our girls who have been trained in modern ways is voicing the attitude of the reactionary who would hinder progress.

Furthermore if the writer of the mentioned article wishes to classify his type of girls at all, I find no plausible ground for asserting they are characteristic this country. All over the world, in every commercial and industrial city, one can never fail to identify such girls as "pleasure-seekers". To specify an international product of modernization as particularly Chinese is unfair. Moreover, when such "modern girls" are found everywhere, why should the Chinese girls of this type be specially abused?

It has been shown in the preceding paragraphs that neither the term "modern" nor "Chinese" is justifiable when each is used to describe girls found in every port. Matched with this class of girls there is surely a similar type of boys. Doubtless such boys squander their money with dancing girls in down-town cabarets, in addition to visiting sing-song houses at times, use their text-book fee for purchasing fashionable suits or stylish shoes at a cost not lower than those for the so-called "modern girls".

Modern Boys Outdo Modern Girls

As a rule, such youths—a special class—comb their hair with luxurious lubricants available in town, contemplate their faces in front of the mirror for hours and are constant visitors at the barber shops. Not to mention any other of the long list of devices for the squandering of their time, money and energy, it will suffice to convince anyone of the young men's extravagance to say that more boys than girls wear Western clothes in China. Departing from the prejudice of sex, is it not true that the "modern Chinese boys" are even worse than the "modern Chinese girls" in the sense of present discussion?

True modernization, viewed from a larger angle, is not merely a loafing process, (which is the profession of only a small percentage) but represents the work of the different fields of investigation which millions all over the world have set afoot for the betterment of the life and comforts of each of us. Literature, arts, philosophy, economics, politics, social work, astronomy, geology, theoretical sciences and their practical applications are some of the vast number of activities of life that human brains and muscles are weaving into various patterns. Of all these, we must feel satisfied that there are a number of worth while subjects, although limited at present in China due to the high percentage of illiteracy and prevalence of the old vices, of women students and workers in our country.

New Chinese Woman A Part of World Progress

Modern girls, in numbers that already have attracted the attention of the rest of the progressive world, represent the New Spirit of China, and are surely going to play leading roles in the investigation of scientific projects, doing their best to arouse sympathy among others for philanthropic and social works, sharing duties for national movements for reconstruction and progress, walking under the flag of world peace with enthusiasm, besides bringing up their children as tender mothers and as the mistresses of the home taking active part in consoling the unavoidable failure and occasional disappointments of their husbands through many years to come. So they work side by side with men as their working comrades as well as life companions.

My sole confidence on their part is based on the grounds that their foundation for their future work and responsibility has been deeply laid during their days in high schools and college, and that sufficient proof of their work has been presented before us, when we reflect for a moment on the work done by some of the older but, nevertheless, modern girls of our fatherland.

Take one instance from the medical enterprise. Residents of this city might easily locate a hospital in the outskirts of French-town, run almost entirely by Chinese women doctors, who receive their training either in the well-equipped medical schools within this country, or abroad. It is Bethel Hospital, headed by Dr. Mary Stone with her sister, both of whom are women of distinction in the medical profession. Similar concrete instances may be multiplied from all the provinces of the country and all the lines of activity. Newspapers have unceasingly informed their readers of the career of Dr. Soumay Tseng, and many other prominent women-workers in the goverment and society. Confine yourself to your own college experience and trace the progress of those young women who devote their hours to untiring study and win honors to an even greater extent than their boy-competitors. During my first year in the medical school, I used to sit awake late at night. I would be surprised to find no darkness in our girls' dormitory; usually dim candles burned in their rooms after midnight. Such instances may be lengthened endlessly, and are already familiar in everybody's mind.

The criticism may be made that these instances are individual ones and cannot represent the whole, nor the majority, of our "Modern Chinese Girls". I have no intention whatever to assert that every Chinese girl is of such fine character. Had that been the case, the "Modern Chinese Girls" would have no "deficiencies" to be criticised by Mr. Whang. It will suffice here to enumerate the common instances in order to shake off the statement that "modern Chinese girls" are pleasure-seekers and good-for-nothing without discrimination.

The Modern Girl A Comrade

To a certain class such a criticism undoubtedly applies. But the mere facts that a Chinese girl prefers the comfort of short hair to the unsanitary, uncomfortable long tresses; that she prefers to dance rather than to sit, with little broken feet on a chaise lounge; that she likes the comfort of foreign clothes as contrasted with some of the incoveniences of Chinese dress; that she has the independence to share frank friendship with men of her own age, rather than wait, inexperienced, for the family to arrange her marriage to a man she may never have seen—these "modern ideas" do not necessarily condemn her as "good for nothing."

A spirit of fearlessness, courage and independence are essential if Chinese women are to effect the necessary emancipation from their fettered role in the past. And if the modernization which the appearance of these characteristics brings with it has its undesirable results, as pointed out by Mr. Whang, it also is developing for China a new type of woman who will be better fitted to take her place side by side with the new men of China. Because she will be better educated she will be more intelligent; because she will be more intelligent, she will understand the meaning and the reasons for loyalty, in filial, marital and national affairs; because she acknowledges the greatness of loyalty, she will know the need for the advancement of truth; because she comprehends truth, she will be able to assist in the great work of world progress, of which, indeed, she will have become a living part.

National Central University
Woosung, Oct. 10, 1929

A New River in China

BY CAPT. THEODOR HANNIG, M. M.

Capt. Hannig's interesting article, the first installment of which appeared in last week's Review, is a story of the first conquest by steamer of the Guan Ho Kow, a fine new river that has its month in northern Kiangsu. Conditions which he describes are, to a large extent, still true today along Guan Ho Kow. In this river Capt. Hannig, who has sailed the north China coast for many years, sees possibilities for the opening up of a vast new waterway. Properly developed, it would be an immense improvement over the present port terminus of the Lunghai Railway at Haichow. This is one of the important projects under the consideration of the Huan River Conservancy Board of the National Government. An article dealing with the projected connection of the Huai River with the Guan Ho Kow, in order to effect an improved waterway system for the service of northern Kiangsu, Anhwei and southern Shantung, will appear in a subsequent number of the Review.

NOW we were heading for the bar of the river, in fact the bar extended as far out as the rocks. Would we be able to find the way over the bar, with nothing before us except a thin coastline, not more visible than a pencil stroke? "Eleven feet," shouted the man at the lead, "ten feet," nine feet and a half," the *Fortuna* lost speed, she plowed the ground,—"Eight feet," she stuck, stuck at high water spring tide, stuck two miles from the rocks in the sand and in a place where never a ship would pass near enough to see her. No astern wheeling of the propeller would free her, the water was still running in, but pressed the ship only more against the bank. After half an hour, during which the engine worked as it had never been worked before, the water fell and the *Fortuna* was still on the sand. It was two o'clock in the afternoon and the next tide would be at two in the morning. Happily the weather was fine and the sea calm and we could only hope that it would remain so.

At low water time the ship was lying in two feet of water. Night came and the moon rose over the horizon, pouring its silvery light over the calm sea and the rocks. The picture would have delighted the heart of any human being but I felt miserably alone and my nerves would not rest. Would my ship come off at high tide and would it be possible to find the way over the bar at night? We had moored a boat with a light where the water was deeper and using this mark we might be able to feel our way over the bar. Though I did not believe in success myself, it gave a little consolation to all of us.

Afloat Once More

The hours went on. At noon the tide started running in and much earlier than I expected, the *Fu-An* was afloat once more. I was wonderfully relieved and the old pilot grinned at me as if he would say: "Do you see it now?" We headed towards the south and the low shore became visible more clearly. We steamed at full speed and the tide helped us to reach our goal. When very close to the low shore, the depth of water increased all at once from 12 to 20 feet and to the right now opened before my eyes a fine, wide river. "An ocean steamer could swing round her anchor here", was my first impression and indeed all my hopes were exceeded. We swung round into the river and following the bend I saw a little lonesome fisherman village on the left bank.

Yen Wei Gang was its name as the sergeant told me, requesting me to stop, as he had to go ashore here. Quite close to the shore we dropped our anchor in deep water. I rejoiced. What a fine river compared with the Haichow River which had not one single anchor place like the one we had here. But the country was a dreary, muddy waste, not a tree was to be seen and the only vegetation was reeds. A few old fishing junks were laid up in a side creek and the whole village consisted of about twenty small houses.

But had not Shanghai been a mud flat before the city came into existence and did not this river compare favourably with the Liao River in Newchwang and appear to be much better than the Pei Ho in Tientsin? If the river kept up what it promised here at the very mouth, it could not but become one of the important river ports of China. Canals could easily be dug to connect the river with the water-system of all Kiangsu province and the small hills, rising out of the plain in the distance, would furnish stones to build house and railways. What a bright future would such a port have, compared with Haichow's troublesome river.

And the river did not disappoint me. If anybody should have told me to navigate at full speed a river of which I knew nothing, I would have ridiculed such a request. On this river I had time besides navigating, to note down all courses, register all soundings and draw up a sketch of the river and when, a year later, I navigated the river a second time, I found that very little had to be altered on my chart.

An Unfurnished House

When we proceeded from Yen Wei Gang up river, the tide had changed and the water was running out. Asking the old junk skipper which side of the river I had to take, he merely grinned which I took to mean:—"Go as you are doing." After half an hours steaming, during which only here and there a little mud hut was to be seen near the river bank, we came to the first village, named Chen Gia Gang. We were short of water for our boiler and here was a pool where a fresh supply could be obtained. As the deep water allowed us to anchor close to the river bank, I went ashore to get some information. People came running to see what was happening but they were in no way obtrusive. All were poorly clad and even the village elder, a man in the fifties, but looking much older, was no exception. He only distinguished himself from the others by smoking a somewhat more valuable and much longer pipe. We followed at his invitation to his house which was built of bricks with a tile roof, probably the one of the kind in the village. On entering it the thought struck me that there was not a proper piece of furniture in the room. The walls were bare, though one could see that wall hangings had been suspended on the once whitewashed surfaces. The man must have perceived my thoughts, as he at once began to explain.

He had been a well-to-do man man, he said, and the place had seen junk traffic years ago. But conditions became unsettled and he had been thrice robbed by bandits. He pointed with his hand in a southwesterly direction, showing where they had come from. The last time, he continued, had been only two months ago and they had carried everything away, leaving only the empty house. Now he was a poor man and even if he could buy furniture again, it would be of no avail, as the bandits would soon know and come for it.

Asking him how far away the bandits lived, he replied: "Ten li up river." This was not very reassuring to me and I thought it better to return to my ship as quickly as possible. I emptied the cup of hot water; the old man excusing himself that he had no tea. Reentering the ship, we proceeded up river.

Robber Chief Protests

We had been seen from the village, as many people began running from the houses to the river. As we drew near, some of them were shouting and gesticulating. The ship's compradore came to the bridge and requested me to stop at once. His face was pale and he was very excited. As I could get no reasonable explanation out of him, I decided to stop and soon a lively palaver took place from shore to ship and vice versa. I saw two boys being sent off, running in different directions towards the village and after a while a big stout man in ordinary but clean coolie-cloth came to the scene.

The region through which China's new river, the Guan Ho Kow, flows. Captain Hannig, the author of the accompanying article, believes that the mouth of the Guan Ho can be developed into a first class port, to take the place of Haichow as a terminus for the Lunghai Railway. Unlike the Haichow River, where there is an ever-present risk from changing currents, the Guan Ho is safely navigable for ocean-going steamers. Since Captain Hannig discovered the Guan Ho in 1914, little advantage has been taken of its possibilities. The salt merchants who send their steamers from the mouth of the new river to the salt beds upstream risk plunder at the hands of brigands. Yet the Captain is confident that not until a port is developed where the Guan Ho empties into Yellow Sea will the Lunghai Railway come into its own.

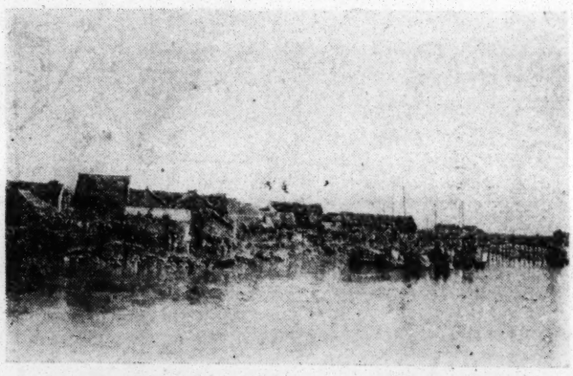
Now he started to shout questions and the salt merchant and the compradore answered, obviously trying to appease him. After a while I sent for the compradore and told him that we had to proceed. "No, do not do it," he exclaimed and when I asked him who the people were, he simply said:—"This is Chao Ding San."

"And who is Chao Ding San" I asked.

"Do you not know Chow Ding San, the great robber chief, he said, astonished over my insufficient knowledge of Chinese affairs. "Chao Ding San wants us to go out of the river," he added. "Tell him," I said, "that we are a German ship. Tsingtau is not so very far away. Explain to him that we only want to have a look at the river." I do not know how he interpreted my words, as there apparently was no end of the talk, I sent a man to the engine room with orders to start moving the propeller slowly so as to drift away from the place.

After a while the ship started to move slightly ahead, gaining more speed little by little. The men ashore followed but when a waterdrain put an obstacle in their way, I put the machine-telegraph on "Full speed" and we were soon out of reach.

We were still forty li from our goal. The pilot made me understand and as it was late in the afternoon we steamed with all our speed, trusting that the river did not have any banks or hidden dangers. When the sun was nearing the western horizon, a cluster of houses, higher than those seen heretofore, came in sight. They seemed to grow out of the river and this made them look larger than they really were. Coming close, I found that



Nan Cheng, near Haichow. This old city, built as an outpost to stem the invasion of Japanese pirates, is surrounded by an ancient city wall. Its trade now languishes.

many of the houses next to the river had partly collapsed and fallen into the river whereas others were standing so close to the water that their breaking down could only be a matter of time.

The river made a bend to the west and a small tributary coming from the south, discharged here. Although we had steamed 38 miles up river, it was still wide enough so that two vessels of our type could swing at anchor; the depth was twenty feet.

When the *Fortuna* had swung round her anchor chain, I had time to take a look around. On the narrow space between houses and river the whole community seemed to have assembled. They were standing packed together, looking over to our vessel and probably thinking that something strange was going to happen. There were a few sampans, used as ferries to cross the river and we shouted for one to come alongside, but none came. After a while we put our own boat to water and while I preferred to stay on board, not deeming it wise to leave my ship alone, the salt merchant and the compradore went ashore to find out the situation.

Marvelous Possibilities of River

After hours had passed, I was still pacing the bridge. I had forgotten meals and sleep, I was only wondering how such a river could exist, unknown, unused and unappreciated. What fine prospects would be opened if it were developed by efficient engineers. What a splendid gift had nature provided for this part of China, and what a pity no advantage was being taken of it. What a fine railway terminal would the river make and with infinitely less expenditure than the projected port on the mud-covered seashore which probably would not come into being for the next twenty years. In my imagination I saw dredgers working on the bar, making the rivermouth deep enough for large ocean steamers to enter. I saw wharves and cranes lining the riverbank and I saw a well planned and well constructed network of canals, bringing goods from Kiangsu and Anhui on barges to the river, and I saw the opportunity of draining the surplus waters of the Huaiho Valley back into its natural mouth, which 700 years ago had been close to this place.

The name of this little town was Hsiang Sui Kow, the mouth of the roaring water. Surely it was derived from the time when the Hwang Ho had poured its roaring waters into the Yellow Sea some ten or fifteen miles south of this spot.

The Guan Ho Kow is not a noisy river. Although it was springtide, I was not afraid of any surprises, such as one often had to reckon with on the neighbouring Haichow River. Here was only one obstacle—the men themselves.

My conclusion brought me back to reality. We were in a trap. Thirty-five miles away from the open sea and between us and the sea were Chao Ding San and his thousands of brigands. How were we to get back? What was happening at this hour at Gin Deh? Would not Chao Ding San and his followers be discussing the day's event? Did they realize that the appearance of the *Fu-An* meant that sooner or later their power would be curtailed and brought to end? And were they planning to prevent our exit from the river? Might it not be well to forestall this?

An Exit by Night

Going down a river in moonlight is not a thing of which seafarers are fond. The pale light is often irritating. Going down a newly found river by moonlight has additional hazards. But, after scrutinizing our position I found a night exit our best chance. When at midnight the tide changed, we lifted our anchor; soon the *Fortuna* propelled her way down river against the incoming tide.

The river banks glided past us. Shoang Gang, the market place with its houses and trees lay in deep silence when we passed through; the ten sharp bends in the river were negotiated, while the blood pulsed faster than usual in my veins. Passing close to one of the points, I could almost reach the branches of one of the trees which stood before a tiny temple, but all went well and when the first blend of daylight came creeping over the endless plain we neared the stronghold of the brigands. I examined my rifles one by one, all were in order and I felt almost a desire for a running battle with Chao Ding San's men, but nothing happened. The village lay as peaceful as the others under the star sown sky. When abreast the village and seeing the way clear before me, I gave a loud and joyous blast with the steam whistle, telling those in the village not to trouble, as we were off.

Once more we dropped anchor at the village of Chen Chia Geng as we had to wait for high water to cross the bar. At nine a.m. we were under way again and when we passed the little fishing-village at the mouth of the river, the sergeant was standing on the low dike, saluting in a soldierly manner.

We again gave a blast and then we saw the open sea once more, with the Kai Shan protruding from the water—this time a welcome landmark to lead the way over the bar. We sounded eighteen feet going over the bar, and still the water was not at its highest. What a fine river we had found!

Jealousy of the New River

Returning to Haichow, I found that opinion about our enterprise was divided. The salt merchants were highly satisfied but not so the other merchants of Haichow. Would not the new river take away the trade from Haichow? I began to understand why the Haichow people had been reluctant in giving me information about the river. Their position as the old trade-center of North-Kiangsu was at stake. They saw their own trade dwindling away year by year and were afraid the trade would glide out of their hands altogther if the Guan Ho Kow should become navigable. A sad prospect for an old, proud trading post but an unavoidable fact which had to be faced.

It was not until fifteen months later that I again set my course for the Guan Ho Kow.

As yet no steamer had found its way into the river but silent work had been done in the meantime.

A young colonel with the name Pei had appeared in Haichow and had taken the pacification of the district in hand by order of the government. Pei Pao Shan had taken up the fight with the brigands and traces of his success could be seen, while steaming up the river. Already before Gin Deh was reached we could observe smoke rising from the roof of nearly every house on the left bank of the river. Asking for the reason I was told that Chao Ding San had been forced to leave his village and on retiring, he had set fire to all houses in the vicinity. When passing Gin Deh, two rifle shots were suddenly fired across the river but nobody was to be seen.

We reached Hsiang Shui Kow without hindrance. Navigation of the river was easy as I had my chart and found that very little had to be corrected. In Hsiang Shui Kow we were greeted by the magistrate and members of the Chamber of Commerce and they proudly showed us the new small rapid-fire guns the town had acquired for defense purpose. They hoped that a new era of peace was coming and together we made arrangements for a regular steamer service between Tsingtau and Hsiang Shui Kow.

Plans Interrupted by World War

But these plans never matured. When returning to Tsingtau we found war rumours thickening and two weeks later the World War broke out. The *Fortuna* never saw the Guan Ho Kow again, for, seeking refuge in Shanghai, she was taken as a prize when China entered the war. The Haichow River as well as the Guan Ho Kow fell into oblivion for the next few years. But the salt merchants had not lost sight of their opportunity. They had kept well in mind what they had learned on the first trip and when I once more visited the Guan Ho Kow after eight years of absence in the year 1922, I found four large coasting steamers loading salt in the river.

My friend Mr. Hwang proudly showed me the wharves he had constructed in the place selected when we first anchored at Chen Chia Geng. Hundreds of coolies were busy carrying the saltbags from the shore into a 3000 tons steamer and thousands of workers were employed on the new, far stretching salt-fields. At the little fishing village at the river mouth a salt refinery had been erected and a fine big temple had been built to protect river and saltfields.

At Hsiang Shui Kow I found two large seagoing junks loading bean cakes for a southern port and though the number of sampans and junks were still not very large, the whole river bore quite a different aspect than when I had seen it the first time, nine years ago.

And still I was disappointed. Why had not the river been made use of as a trading port? Why was the large Lunghai railway clinging to the miserable little Haichow River, when only fifty kilometers of railroad construction would bring the rail-end to a river port where the question of overseas transportation could be solved.

Up to this day—fifteen years after the first trip, no new developments have taken place. The river is still exclusively used by the salt merchants who have appropriated the best sites for loading of their steamers. Brigands have not yet given up their activities and travelling between the salt places and Hsiang Shui Kow still involves a certain risk. Piracy too is rampant on the coast and these conditions are obviously responsible for the fact, that, since the first attempt by an engineer of the Lung Hai railway to enter the Guan Ho Kow (for which the sergeant at Yen Wei Gang received the French medal) ended in failure, no serious attention has been given to the river as regards its suitability as a railway port.

In the Haichow River steamers are struggling with the treacherous waters of the ever-changing current. High freight rates are tempting but accidents and loss of time make the profits vanish. The great Lung Hai railway, crossing China from East to West, has not come in to its own yet, owing to the civil wars during the past years, but once conditions return to normal and goods arrive on the coast in greater quantities, the futility of making the Haichow River an efficient port will be perceived. The time will come when the Guan Ho Kow will be duly recognized and will be made fully available to the Chinese people.

British Soldiers Again Accused of Attacking Chinese Woman in Hongkong

(*Special Carrespondence to the Review*)

Hongkong, Oct. 7.

This morning two Privates of the 2nd Battalion of the King's Own Scottish Borderers, Messrs. McEwen and Harry Shea, were found guilty of assaulting a respectable Chinese woman, (the incident was reported in previous issues of the *Review*) and were sentenced to three months' hard labour. Another similar assault occurred this evening at nine when an old Chinese woman was molested and assaulted by a man wearing a British uniform. The incident occurred at Cheung Ah village in the New Territories of Hongkong. The woman, named Wong Tai, wife of a villager of Cheung Ah reported to the Police Station that she was attacked by a British soldier. It was while walking home alone passing the Taipo Road near Cheungshawan that she was suddenly confronted she declared, by a British soldier, who dashed out from the path, which was deserted by pedestrians at the time. She was thrown to the ground and on her putting up resistance against the brutal assault she was struck savagely on the face. At that moment footsteps were heard, and a Chinese villager appeared on the scene. The woman shouted for assistance and the British soldier at once released his hold on her and ran in the direction of the hills. He was last seen to disappear towards Cheungshawan village. When she entered the Police Station the woman was bleeding profusely with a deep wound on the left cheek. Later she had her wounds dressed by the Police, who are investigating the outrage. So far no arrest has been made. The attack was made at night and the place was extremely dark, the woman stated that all she could say was that the assailant wore the British uniform, but she could not give a detailed description of the assailant.

Two Soldiers Sentenced

The trial of the outrage on Shelley Street, when an elderly Chinese woman was assaulted by two British soldiers, attached to the K. O. S. B. Regiment, came to a conclusion this morning when Mr. E.W. Hamilton, the English Magistrate, sentenced the culprits at the Central Magistracy to three months' hard labour. The complainant, the injured woman, in giving evidence stated that she was married and had several children. She was having a brief conversation with her daughter and another Chinese outside her residence on Shelley Street on that night when the soldiers approached her and, seizing her under the arms, threw her across the street. She was knocked unconscious. The complainant was later cross-examined at length by the defending counsel, Mr. D. L. Strellett. At one stage the Magistrate interposed by saying that the old lady could not be expected to give a slow-motion picture of what actually took place. She was too frightened at the time of the attack and she had given Mr. Strellett clear answers to all his questions. The Magistrate pointed out that the counsel had asked the same question over and over for the last quarter of an hour and all that time he had made no progress in the case. It was not fair, the magistrate stated, to reduce the woman to a state of exhaustion. (It took the woman over one month to recover from her injury of the attack to enable her to appear in the Court to give evidence.) When the case for the defence opened, Private Harry Shea, who was charged, gave evidence stating that he was perfectly sober that night, but denied having made the attack on the woman. After hearing the evidence of the two defendents, the Magistrate said that he believed both the defendents were lying and found them guilty of the charges brought against them, both being sentenced to three months hard labor.

In connection with the several cases of assaults on Chinese women and robberies and larcenies perpetrated by British soldiers in Hongkong recently (which were victimized, (which have been reported from time to time in the *Review*) it is reliably learned by your correspondent that arrangements have been made with the Hongkong Police by the Hongkong Military that all cases of alleged larcenies by military personnel in the Garrison in Hongkong are to be tried by Court Martial and not by Civil Courts up to the end of the present year, when the position will be reconsidered. It is further known that the Hongkong Governor has agreed with the arrangement. The necessary instructions to this effect have been issued to the police.

NOTICE TO PUBLIC

CHINA NATIONAL AVIATION CORPORATION

Announces commencement

SHANGHAI-HANKOW AIR MAIL

Passenger and Express Service

Beginning Monday, October 21st, 1929

One plane flies each way daily on the following schedule:

WESTBOUND		EASTBOUND	
Lve. Shanghai	8:00 a.m.	Lve. Hankow	10:00 a.m.
Arr. Nanking	10:00 a.m.	Arr. Kiukiang	11:20 a.m.
Lve. ,,	10:30 a.m.	Lve. ,,	11:35 a.m.
Arr. Kiukiang	1:05 p.m.	Arr. Nanking	2:30 p.m.
Lve. ,,	1:20 p.m.	Lve. ,,	3:00 p.m.
Arr. Hankow	3:00 p.m.	Arr. Shanghai	5:00 p.m.

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SHANGHAI — 112 Sassoon House.
HANKOW — Ping-Han Railway Building.

Soviet Prisoners Get 2 to 9 Years

(Special Wire to the Review)

Harbin, Oct. 15

Of the Soviet prisoners arrested in the consulate raid staged here last May, 27 received sentences in the Chinese Court today ranging from 2 to 9 years. Those receiving 9 years were Mr. Tsimboritch, manager of the Soviet Dalgostorg, Mr. Stankovitch, employee of the Chinese Eastern Railway, Mr. Taranovitch, manager of the Soviet Fleet, Mr. Poda, chief of the Chinese Eastern Railway Labor Union and Mr. Kandar, manager of the U. S. S. R. Gold Mining Co., located at Chita. Twenty-one others received 7 years, while 7 others got 5 years each. Four women were sentenced to two years. Hard labor was specified for all those convicted. The only one of the original number arrested who was freed was a Chinese interpreter employed at the Soviet Consulate.

Ten days have been allotted for the prisoners to file an appeal in the Mukden High Court. The iudge here stated that the documents seized at the time of the raid were confiscated. He said the time spent in the detention camp while they awaited trial would count as 2 days for 1 in the prison sentences given the Russians.

The prisoners received their sentences with good-humor Some of them laughed and joked. Among them, Tsimboritch is considered by the Chinese as most dangerous. Sent here 3 years ago direct from Moscow, he lived in an expensive suite at the Moderne Hotel and, according to Chinese officials, exercised a vast power through communistic labor unions which included all Soviet employees of the Chinese Eastsrn Railway.

The trial of the Soviet prisoners, 38 in number, opened on October 3, attracting major attention here as well as in Soviet Russia, China's case pertaining to communistic intrigue was based largely on evidence of the documents found in the raid on the Soviet Consulate, the legal charge being "interference in Chinese domestic affairs and violation of Chinese sovereignty." The prisoners were represented in court by 6 Russian lawyers, one Minsky being the most prominent. The Chinese Government also appointed 2 Chinese lawyers to assist the defense. The trial lasted 6 days. All prisoners entered a general denial of the charges of communistic intrigue and denied knowledge of the documents produced in evid ence. The defense lawyers asserted that the documents were forgeries, with the exception of two exhibits one of which was minutes of the meeting being held at the time of the raid. The lawyers also insisted that the prisoners all were present at the consulate at the time of the raid, only as Soviet citizens in the regular conduct of routine business. However, the Chinese prosecutor maintained that it was a strange coincidence that nearly all those present were high officials of communistic labor unions. Due to police precautions, a large crowd surrounding the courthouse did not demonstrate when the sentences were announced.

The "Evening Post" Strike

On the 10th, the National Independence Day of the Republic of China, printers of the "Shanghai Evening Post" went off on a strike as a result of the rejection of a demand by the printers for a holiday on the 10th. However, the clerks of the editorial staff arranged to print the paper and have it out as usual. The strike was extended to the delivery coolies. This makes it very difficult to have the papers reach the readers. The "Post" has arranged to put the papers in certain places in different sections of the city and subscribers can pick them up there. It is learned that the "Post" has decided to take a firm line and none of the men who are now out will be taken back by the management. Owing to the fact that is there such a surplus of labor all over the country, employers can easily employ another group of printers and delivery coolies to take the strikers' places.

Quaintance Qlub

About fifty young people had a fine time in the Community church last Thursday evening in the opening Quaintance Qlub party of the year. The Committee, chairmaned by Miss Olive Day, prepared an elaborate Hallowe'en program which was thoroughly enjoyed by all. Mr. Paul Brown of the Navy Y.M.C.A. is secretary of the Quaintance Qlub and will be glad at any time to receive applications for membership, married or single, within hailing distance of college age.

The "Middle Kingdom" from the Clouds

BY EDGAR SNOW

THIS morning I was in Hankow. Tonight I am back again, in Shanghai, punishing a very real typewriter with eccentricties unparalleled by similar machines, despite which, however, I maintain for it a lively affection. But Hankow after sunrise and Shanghai before sundown—is such a feat possible except by the aid of that mysterious and fantastic creature of Chinese imagination, the omnipotent Dragon?

Perhaps the Keystone-Leoning amphibian airplane, which brought me safely from the Wuhan cities in such rapid order, appeared to the many over whose heads we soared, as the incarnation of that mythical spirit of Chinese fantasia. For we roared. We sent flame from our exhaust. We sped through the clouds as casually as any red-blooded demon skimming across the dominion over which he ruled in a properly devastating fashion. And did not the Chinese boatmen at Hankow themselves excitedly christen us *"Tsiao Lung"*, or Silver Dragon, when with the grace of an argent sea-gull we parted the waters between their frail craft and came to a stop, seven hours after we had left Shanghai? Ours was the first amphibian ever seen in Wuhan.

The adventure in which I was fortunate enough to have been included, was made as the trial hop for what becomes, on Oct. 17, the daily mail and passenger service that, operating on a 7 hour schedule, brings the two largest cities in China but a day apart. With our flight the success of the Shanghai-Hankow Airline became established, and by the time this appears in print it will be possible for the first time for long distance travellers to go via the clouds in this celestial land.

Beginning of Service

It was in the visit to China several months ago of Major Earl F. Robertson, president of the Robertson Aircraft Corporation of St. Louis, and an important official of the Curtiss aviation interests, that this air service had its conception. Major Robertson and his colleagues came to the Orient with the idea of shortening distances in prodigious Cathay. With enthusiasm they demonstrated to Chinese government officials how desirable were the advantages of travel by plane, and how unlimited were the possibilities of commercial aviation in this country. The result of their journey was one of great significance. China was assured the establishment of profitable airlines, in step with progress being made in this direction in other countries.

Newspaper readers know the details of the contract secured by Major Robertson with Minister Sun Fo of the railways. Aviation Exploration, Inc., an American company formed especially for the purpose of facilitating the development of aviation in foreign countries, and which Major Robertson represented, arranged to operate for the Chinese government two airways, one between Shanghai and Hankow, a second between this port and Peiping. Meanwhile a government institution, the China National Aviation Co., with Mr. Sun Fo as its president was formed to carry out the new contract. And it is for this company that Aviation Exploration has now opened the first of its two lines, linking Hankow and Shanghai.

Our trial flight, which was begun Sunday morning and ended Monday evening, was in most respects typical of what future itinerants by air between the two cities will experience. Economy of time and money, as well as the convenience of this method of travel are items the appeal of which at once becomes obvious; on these I shall remark in detail further on. What it is perhaps impossible for the land-lubber to appreciate without having flown over this route is the entirely new perspective one is presented from the clouds.

From many angles I have seen muuch of China. I have sat for hours, at train windows, fascinated by the quickly changing landscape of rural wonders. I have, with less composure, been trundled along in a wheelbarrow to visit the dusty shrines of Meucius at Tsowhsien. From a jolting automobile I have viewed a wide stretch of the northwest famine country, hideous and desolate. And within the confines of a two-wheeled Peking cart, I have suffered while many a village scene rolled under the wheels of this inquistional torture. In a canal boat I have traced the walls of Yangchow, and from the decks of a Yangtse steamer I have watched the river towns slide past. There were, I had concluded with some conceit, no new transport thrills left for me, and whether from a spinning train or in the imperial comfort of a *palanquin*, China looked the same.

China from the Air

I had forgotten, of course, to envy the birds. And a few moments after I had stepped into the cabin of the Leoning amphibian, and we had skimmed across the waters of the Whangpoo to rise to a position 3,000 feet above the earthly scene, I realized that even the most blase of travellers may alter his mental picture of China when he is privileged to look down upon it from this height, for six steady hours at considerably more than a mile a minute.

The Whangpoo River, a muddy stain through the vast flats surrounding Shanghai, stretches off toward its junction with the Yangtse-kiang and the little patch of black that is Woosung becomes visible while one is still above the lordly bund of Shanghai. For a moment we seem to poise on a drift of white cloud, before pointing our nose away from this foreign port. How wide and handsome the bund; from the air one can fully appreciate its brief beauty for the first time. The morning sunlight catches the gold tints on the spire of the Sassoon House. Like an immense sarcophagus the dome of the Hongkong-Shanghai Bank building nestles behind the dignified facade of that sturdy edifice. The spot of park near the Garden Bridge turns an autumn blush to the skies and beyond it the consular buildings range down to a caramel colored surface upon which bob tiny little dots of color—ferries, river boats and junks. Like swarms of dragon-flies, attacking in semi-circles, the blue-hooded sampans are seen tied up at various intervals along the water front. Creeping like a snorting sea monster, a white steamer moves down from the bund, parting the bobbing river craft, which scatter at its approach.

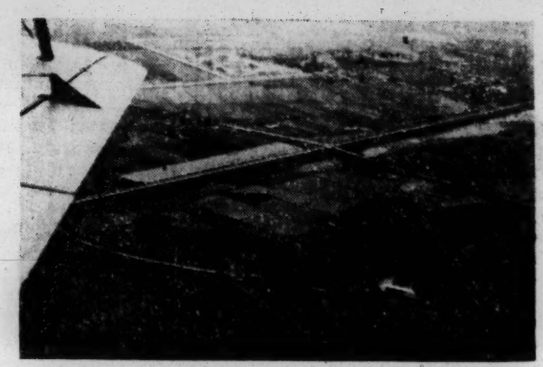
From the air one sees the physical characteristics that mark the International Settlement from the French Concession, Hongkew and the Chinese city. Nanking road winds in a narrow serpentine through the solid black blocks of office buildings, shops, and stores. Tiny rapiers thrusting into the sky, like wisps of smoke, mark the triple towers of Wing On, Sincere and Sun Sun department stores. Beyond the green expanse of the race track the wider streets and more spacious lawns of the French Concession distinguish it from the crowded, scorched-looking squares of masonry that the eye associates with the settlement. And opening to the left, the upturned, gaily-painted roofs of the fairer Chinese residences are a healing blend of color in an otherwise drab blight on the landscape.

But already we are approaching Woosung, and an orderly and neatly platted group of buildings, behind a ranging white wall, are identified for me by one of the Chinese passengers as the National Central University. Near to it the Woosung forts, historic sentinels of the Whangpoo, rear battlemented sides toward the river—but to us these walls are nothing but fine tendons, barely distinguishable veins on the face of a narrow strip of earth.

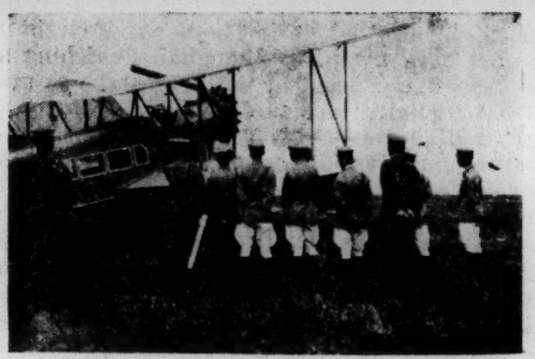
Vistas of the Gods

And now the wide prospect of the Yangtse-kiang opens before us. From the cabin windows, looking out to left and right one is able to view, in an expansive circle, an area of 90 or 100 square miles in a single sweeping glance. What a remarkable panorama is thus opened up! One considers how man will now boast of his clever-

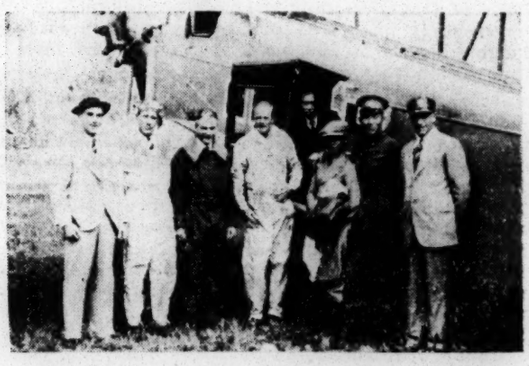
A Bird's Eye View of China



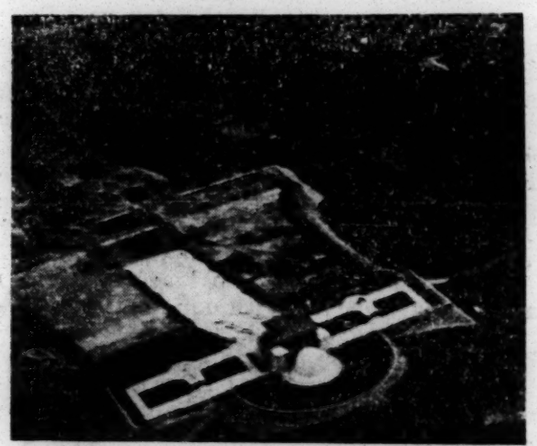
Suburban Hankow, near the new government flying field, opens up like a pattern designed by some genie with a flair for the fantastic.



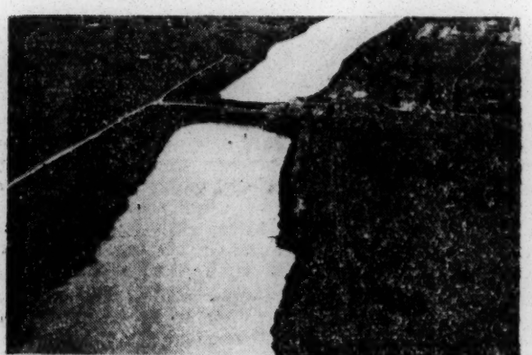
The Keystone-Leoning amphibian, six passenger ship which took the writer to Hankow and return in slightly more than 12 hours flying time. The young officers in the white breeches are recent graduates of the Canton Flying School.



"All aboard," included, left to right: Edgar Snow, the author of this article; Bergen Johnsen, pilot; Harry G. Smith, vice-president, Aviation Exploration; Roy Ott, mechanic; W. P. Loo, director China National Avia. Co; Lieut. Young, pilot; General Wang Bing-han, asst. chf. Aeronautics; and D. Weaver, radio engineer.



The Sun Yat-sen Memorial, from a height of 2500 feet, seen as the architect must have envisaged it long before it became a reality.



Nanking—flying aver the ancient city wall at an altitude of 2,000 feet. Only from the air can one fully appreciate the splendor of this stupendous achievement—the longest girdle of any city in China.

Genial General Wang Bing-han, assistant chief of the Bureau of Aeronautics of the National Government. He has flown planes for 10 years and as we skimmed over the Yangtse he thought the colored fields looked "like autumn leaves."

Color!

Color relieves the monotony, the drabness of printing—as well as life. A booklet, a folder, a leaflet—almost any piece of advertising literature can be made twice as effective by the artististic display of color. Knowing how to use it, when and where to use it with most striking tonal results, is one of the specialties of the Oriental Press. We also are exceptionally well-equipped for the following work:

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THE "MIDDLE KINGDOM" FROM THE CLOUDS

ness, for has he not claimed for himself the vistas of the gods?

At the same time we observe the curious pattern into which the effort of man has worked the country over which he rules, and which in turn rules him. One has always realized that the canals of China are numberless and unending in their intricate interlockings. Not till seen from the air, however, does not comprehend the strange complexion, the wierd features, which these deliniations have given to the fact of the earth. As we follow the Yangtse it is often difficult to denote just where the shoreline begins, so numerous are the aisles of water. Often one notes how like it is to an enormous lake, into which have been inserted, in orderly regularity, thousands of tiny rectangular islands—until suddenly the shapes change and the rice paddies are no longer oblong, but have become elongated, egg-like compartments. One is gazing through a stupendous microscope and those little plots of land are cells of a pulsing cosmos. Human beings, moving through them, appear as floating bits of spermatazoa. Truly, it is more like examining a cross-section of a cellular substance instead of the distorted countenance of the earth.

We speed on. The meter registers 100 miles an hour, yet deceiving to the eye is our half mile height. We seem to be moving slowly and, infinitely more leisurely than from a train, the country rolls behind. For ten minutes we watch an island, which, protruding as a rocky eminence from the heart of the river, becomes a goal to be attained, crossed and in turn forgotten for new landmarks ahead. One of the latter, an old guide to Yangtse pilots, appears before us now. It is a gnarled tree, curiously formed like a giant straw-stack. From the air it resembles a sprawling matshed. Near to it the delicate spiral of a pagoda sends its plea to heaven and the yellow tiles of a temple glisten in the sun.

An hour after we have left Shanghai the faint outline of Silver Island, below Chinkiang, is discernable through the river mists. It slips under us and shortly afterward we are sailing above Golden Island, crowned by a celebrated Buddhist monastery. Off to the right the placid smoothness of the Grand Canal leads toward Yangchow. Barely visible, is idyllic *Su Si Hu*, where Marco Polo barged when he was governor of this ancient city. One is reminded of the distance man has spanned in the centuries that have elapsed since the immortal Venetian itinerant found his way to what was then a prosperous southern city of the just extinguished Sung dynasty. It took Marco and his brothers three years of hard travelling from Venice to reach *Ta Tu*, the Mongol capital which is now known as Peiping. Today they could easily make their trip in a week, in such a transport as carried us.

"Like an old Mosaic"

For a time we leave the Yangtse which wanders aimlessly here through a stretch of bewildering broken hills, while we cut across a neck of jutting farmland and save twenty or thirty miles of flight. Again the sur-

prising beauty of this amazing country assails us. "It is like an old mosaic," says one. "What gorgeous coloring!" exclaims another. Far, far below we see the alabaster flash of a green-fringed lily pond, cradled between the high walls of an official's country yamen. We pierce a cloud and for a moment are lost in space; sky and earth alike are obliterated. Coming out from this filmy cloak we are soon over the river once again. A flock of wild ducks, scattering at our approach, are quickly left floating in the wind behind us, as we shoot ahead.

Nearing Nanking, we drop lower toward the river. The fan-sailed junks, that from 3,000 feet were mere patches of shadow against the water, now come closer. A big timber craft, with three sails full against the wind, drifts under us, the crew deserting their posts to gape at the monster skimming overhead. A long line of barges, lashed together and laden to the scuppers with cargo, stretches its blunt nose toward us and promptly vanishes to aft as we glide forward.

Lion Hill comes into view and as we prepare to descend to the water and become a "speed boat," the magnificent city wall of Nanking, in all of its rambling fifty odd miles of circuit, wins an ejaculation of praise. Its immensity, far from being understimated from our lofty vantage point, is more impressive because we are able to see its full length and comprehend, as it is not possible to do from a horizontal inspection, the greatness of the achievement that built it. Next, the grand solidity of the I-feng-men, leading into Nanking from Hsia-kuan, is glimpsed as we hover above the straggling outskirts of the capital.

Now we are but 500 feet above the water. We lose more altitude. There is a sudden silence as the pilot cuts off the motor. We come level with the decks of some foreign gunboats anchored in the Yangtse, and for the first time the swiftness of our flight is realized. The faces of those aboard these craft, watching us, are a hazy blur and we have passed them in half a second. Only fifty feet separates us from the water. Now in a long angle we glide downward, until, at a much decreased speed, our hull gently spanks the ripples of the Yangtse and we taxi over to the refueling depot where we taken on an additional 70 gallons of gas for the second stage of the journey.

General Wang Bing-han, assistant chief of the Bureau of Aeronautics, comes aboard and we lose Mr. P. C. Hsieh, of the headquarters staff of the China National Avaition Co. The latter touches the shore approximately two hours after he left Shanghai. By the fastest train he could not have come here before evening. It is but 9:30 in the morning and he has saved practically a full day by making his trip via air.

Our cabin, amply roomy for six passengers, besides the two pilots who are forward in the cockpit, now is occupied by the following: Mr. W. P. Loo, director, China National Avaition Corp; Mr. Roy Ott, mechanic, Avation Exploration, Inc; Mr. D. Weaver, radio engineer, Avation Exploration, Inc; and myself. In the cockpit are Mr. Harry G. Smith, vice-president and operations manager of Aviation Exploration, Inc., and a pilot of more than 4,000 hours flying experience; and Mr. Berger Johnsen, an equally experienced air mail flyer, who will be one of the regular pilots on this Shanghai-Hankow service.

The Futility of Walls

With the tanks full, we soar toward the skies again. How futile is the stout old city wall against invaders by air! Over it we fly and, circling above the center of the city, glide over the rooftops of houses set so thickly that one searches in vain for a patch of earth. Presently we move across Lotus lake and at another angle the giant Drum Tower, so outstanding a beacon from the ground, can be spotted, flanked by the spacious grounds of the university. The Hsiakuan shuttle train from the Shanghai-Nanking Railway, closely following the city wall, appears, like a long thin caterpillar that scarcely moves—an impression that anyone who has ridden in it will be quick to confirm. We push on, over the ancient palace grounds, where the crumbling remnants of a few white marble bridges testify to the devastated glories of the long since obliterated Forbidden City of the Mings. Over the wall again, and we move out toward Purple Mountain. A patch of brilliant Peking blue against its slopes: Sun Yat-sen's tomb, at the end of a mile long flight of white steps that shimmer in the October morning sunlight. From the air one sees it as the architect must have envisaged it before a stone had been laid toward its construction. In the ensemble, surrounded by its green parks and wooded slopes, the memorial is an unforgettable picture.

The ship's nose turns and points westward. Again we hover above the Yangtse. Familiar with the clouds, o sound, save the drone of our engine, reaches us. We see sings of activity. Plowmen in the fields are listing their soil for the fall, and doubtless are shouting their "Wei-la!" or "L-l-l-a-y-eh!" as they urge the buffalo from their customary repose. But the earth and all men on it, so far as we are concerned, are dumb.

Hovering above the Yangtse

The Yangtse from Nanking up breaks into many branches, creates little island oasis in deserts of dirty water, parts a peasant's farm into several sections, and with all its eccentricities gives to the river country the appearance of a confusing archipelago. But this does not restrict the Chinese in spreading their rice-fields; no arable land is left unoccupied. Down to the very water itself their paddies extend, and every island capable of nourishing a *mow* of grain is inhabited. Frequent are the canals. Rich, life-giving arteries, they extend back into the country for as much as five or six miles. From them the fields radiate, and merely by glancing at the contour of the planted areas one can easily locate the canals, long before they come into view.

"It looks," says General Wang Bing-han, "as though the leaves from a huge tree had shaken down over the country."

"Yes," some one else adds, "it looks like a sheet of autumn leaves."

Bright reds, that are little flower gardens within the walled yamens, contrast with the yellows of the millet, and wheat fields the color of camel hair. Where the soil has been planted there is a darker clayish tint, while the new-turned earth is a deep russet. Mushroom like, and seeming almost to be a special kind of crop of their own, the frequent villages cluster in gray little blots that add another color to the stupendous scheme. In every town of size, the imperial yellow tile of a temple roof smiles up at the skyrider. And through the whole scene imperturably drifts the main body of the mighty Yangtse, which we keep ever in sight.

The rural picture gives way for a moment to the slate-colored city of Anking—"Capital by the shore." Practically since leaving Nanking, we have been flying through Anhwei and as a friendly gesture to this, its provincial seat of government, we skim lower over the roofs of the city and swoop gracefully, but at a comfortable altitude, above the moon-gate of the governor's yamen. Then, with a spurt of speed we leave the city, resting in the security of its several thousand years of age, and continue over the broad back of the *Kiang*. For a time we move in a corrider of clouds. On both sides of the river extends an unbroken chain of these silver-tinged sky pillows; one almost can see the slanting lines reaching down to the river, as the moisture is slowly drawn up to them.

The country has been comparatively flat until Kiukiang is reached. Here the rugged Lu Shan, in the lap of which rests Kuling, the Yangtse's most glorious summer resort, bumps its head into the clouds and disappears in a smoky diadem. Kiukiang itself, on the left bank, seems different from other river towns. Perhaps the clean breath of the mountain, and the lake breezes rolling across from nearby *Poyang Hu* have awakened its inhabitants to an energy which has resulted in giving to Kiukiang, even from the air, an aspect of cleanliness that is refreshing after the squalor of the typical Yangtse village.

General Wang points out to me the new government landing field at one end of the city. Here the ships of the China National Aviation Company's airline probably will alight for a second stop on the Shanghai-Hankow service. We have come up to Kiukiang in slightly more than four hours flying time from Shanghai. What a boon this will be to the vacationist who seeks to stretch his holiday into the longest period possible!

Before us lie two hours more of fascinating riding through the clouds, over the ever-strange, ever-new, yet ageless and unchanging valley of the ancient Middle-Kingdom—a name by which central China is still known to the Chinese. When we grow weary of rubber-necking —which is not often—we can lean back in the leather, cushioned seats of this plane, and, wonder of wonders, stretch our legs to heart's content—provided, of course, the fellow in front will keep his feet out of the aisle. While we relax, we actually may read—there is consider-

Once
YOU were that Healthy Girl

TAKE stock of yourself for a minute. You were such a healthy radiant girl once—not so very long ago.

And now? Do you feel as fresh and buoyant as you should; have you the right spirit to enjoy life?

All of us are using up a good deal of nerve-strength every day, and listlessness and fatigue are sure signs that the strain has been too heavy. *Extra* strength is necessary; Sanatogen is needed.

Sanatagen is a highly concentrated nerve food, infusing into the cells of nerves and body exactly those elements—which create new strength.

A few weeks' use of Sanatogen will overcome the shortcomings of months, the colour will return to your cheeks, plenty of new fresh blood will rush through your veins, and the sparkle of your eyes will show the return of health.

Start taking Sonatogen today and see how quickl your health improves, and your vitality returns.

A physician stated in the "Medical Press and Circular": *"Sanatogen has an immediate and remarkable effect shown by a steady increase of strength and energy.*

At the same time the colour is brought back to the patient's cheeks."

SANATOGEN

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In the United States Court for China

GEORGE C. FRIEDGEN,
Plaintiff,
v.
ETHEL FRIEDGEN,
Defendant.

Cause No. 3225
Civil No. 1412
ORDER
Filed at Shanghai, China
October 15, 1929
JAMES M. HOWES
Clerk.

ORDER

The object of this suit is the dissolution of the bonds of matrimony between the parties hereto.

WHEREAS, Plaintiff herein, by his attorneys, has this 15th day of October, 1929, made application for the substitution of publication for personal service of summons upon the defendant herein; and

WHEREAS, it appears from the files of this case that on the 15th day of October, 1929, the summons for the defendant was returned by the Marshal of the United States Court for China "Defendant cannot be found within the jurisdiction of this Court"; and

WHEREAS, it appears from the files of this case that on the 15th day of October, 1929, George C Friedgen, the plaintiff herein, filed an affidavit to the effect that the defendant herein was not residing in the Republic of China nor has she been within the jurisdiction, of this Court during the last six months to the 15th day of October, 1929;

NOW, THEREFORE, it is this 15th day of October, 1929, ORDERED that service upon the defendant be made by publication once a week for three consecutive weeks in the "China Weekly Review" a paper of general circulation most likely to reach the defendant.

IT IS FURTHER ORDERED that the defendant cause her appearance to be entered herein on or before the fortieth day, exclusive of Sundays and legal holidays, occurring after the 2nd day of November, 1929, the day of last publication of this Order otherwise the case will be proceeded with as in cause of default.

BY THE COURT:

Dated: Shanghai, China.
October 3, 1929.

MILTON D. PURDY
JUDGE

ably less vibration in this ship than in certain others, purely marine, on which I have taken passage.

Approaching the Wuhan cities, the river indulges in a widely described "s" curve which, while undoubtedly all very gracefully accomplished, is a sheer waste of time. We saved some more miles by cutting across this channel which mere water boats are more or less obliged to follow.

The "Amphib" Gets a Name

A gray cloud appears on the horizon: Hankow. Gradually, as we approach it, the skyline of the second largest city in China unfolds from obscurity. From a first glimpse along its bund, almost as handsome as that of Shanghai, one might conclude one had been sailing in a circle these hours and once more had come back to the Whangpoo port.

We settle down from the clouds at last, at the end of the journey. A bevy of sampans covers the water but, as yet unfamiliar with the peculiarities of the Hankow flying field, our pilots decide to use the water wings again instead of risking a land descent. Like a leaf drifting with a single downward current of air the plane alights on the river, taxis for a few hundred yards, and comes to a halt before a thousand astonished laodahs and wharfmen. And it is now, as we step out on the wing, that we hear them shout, "*Tsiao Lung! Tsiao Lung!*" and already the yet unchristened ship is given a name that it will retain always, regardless of what some fair lady says when she breaks a bottle of champagne over its prow in the future. Silver Dragon, after all, is rather an appropriate name, for with wings and tail of this hue gleaming against the sky, surely it must have appeared as such to these startled onlookers from below.

It was exactly 2:35 when the amphib had been safely anchored in the Yangtse off the Wuchang shore. Almost exactly four hours before we had left the water at Nanking. And seven hours earlier we had sailed away from Shanghai. Actually, we had required but six hours flying time to make a trip that over the best river services requires three days—or more than ten times as long. The following day we returned in approximately the same time, so that the entire journey took only about 12 hours actual flying time. Thus, it will be seen, the Shanghai man who travels by air will now be able to reach Hankow, transact his business and return here before he could, had he travelled by boat, have been within a day's journey from the Hupeh metropolis!

Airways and the New Era in China

The plane in which we travelled, and another of the same type, are now operating this daily service. Anyone who has doubts as to the safety of this method of travel should go out to the depot at Lunghwa where these land and water ships may be inspected. Powered with Platen-Whitney air-cooled motors of 525 h. p., they are well-named as Air Yachts. Leoning amphibians are operating regularly over scores of airlines in other countries. They are peculiarly adapted to conditions along the Yangtse, where, as a matter of fact, no purely land plane would be safe for a long distance flight. It is practically impossible to make a successful forced landing in this country because of its singular fabric of canals.

The inauguration of this service marks a new era in the history of China. Indifferent for so many centuries to improvements abroad which have resulted in faster and more comfortable travel facilities, China has remained a country with few vehicular roadways and insufficient railways. So the Chinese officials who have opened up this pioneer air route, and those who are planning others, deserve tribute for their progressive and far-sighted action.

The spreading of a network of national airways will not, of course, dispense with the need for railways and motor roads. Rather, it will act as one of the strongest urges for improvement of these means of communication. Meanwhile the existence of safe and swift routes of travel may quicken understandings between communities at present isolated by days of overland treking. It is not too optimistic to hope that belligerent militarists may avail themselves of this means of meeting on neutral ground and conferring together, prior to their war declarations, and perhaps arriving at an agreement which obviates the necessity of war. And it is not, I believe, too remote a prospect even to hope that when lines of this type have been established in sufficient number, the leaders and representatives of various provincial governments in critical moments may thus be enabled to meet in hurried common council and face to face, settle their difficulties by pacific means.

Refutation of Northwest Militarists' Manifesto

(A Communication from the Central Publicity Department)

Once again as a corollary of the impending execution of military disbandment, not unlike the Kwangsi Rebellion, the truculent warlords of the last feudalistic stronghold, the North-West, have started to plot against the Central Government with a deliberate view to prevent their troops from being disbanded. On October 10, the rebellious warlords, Sung Chien-yuan, Shih Chien-tin and others were daring enough to issue a proclamation against the Central Government. While their sole aim was to obstruct troop disbandment, they did not hesitate to heap false charges against the Government such as: (1) dictatorial control and bribery, (2) neglect of the North-West famine, (3) unjust appropriation of public funds, (4) deliberate attempt to reduce their military force, (5) diverting public attention from internal affairs by staging a diplomatic crisis, and so forth.

Nothing could be more mischievous and further from the truth than the aforesaid points. The plain fact is that these recalcitrant military chieftains were so deep-rooted in the feudalistic regime that they hated to see the existence of any strong Central Government to interfere with them; rather they would like to have a Government whose order they may either take or ignore just as they please. That is why they commenced to usurp the authority of the present stable Central Government and branded it as dictatorial when the Government told them to reduce their troops. However, the Government has the interest of the people to look after. It is next to impossible for the Government to take care of the welfare of the people and at the same time to please the feudal warlords. The corrupt vested interests of the latter are diametrically opposed to those of the former. The national economic condition has unmistakably revealed that so long as over eighty per cent of the national income is spent on the army so long there will be no reconstruction possible and the material betterment of our teeming millions will be held in abeyance. Since the Revolution has sounded the clarion call of national salvation through uplifting the masses, the Central Government in virtue of its responsibility entrusted by the Party shall carry its mission to a successful conclusion in the interest of the people. To accomplish that, the Government is determined to curb the aggrandizement and greed of the feudal warlords at all cost and by all means, whether dictatorial or otherwise, for it is the welfare of the people that should be held foremost, not that of the warlords.

Famine Caused by Forced Poppy Cultivation

The North-West famine is caused by the main fact that ordinarily the warlords there order the people to plant poppy, thus reducing the cultivable food-producing areas into opium plantation. In good years the food produced in Kansu and Shensi is barely sufficient to feed the population; a poor year then leaves many without food and faced with stark starvation; for the people have never had an opportunity to accumulate a reserve on account of the forced poppy planting. The warlords there derive enormous sums of money from opium traffic to support their ever increasing army. In the recent famine what was left of the food-stuffs in those places was commandeered by the warlords for the use of their soldiers, while the famine-striken people were left to their own fate. What was even more criminal and outrageous of these inhumane warlords was that they took all the money sent for relief by the Central Government and other public organization for themselves and spent it for airplanes and auto trucks for military use. Not long since, Feng Yu-hsiang took money out of the famine-stricken provines of the North-West in taxation to bolster up his critical military position. As a consequence, the people were driven to eat bark of trees, grass-roots and clay; finally there even came cannibalism. Feng and his followers have made it impossible for any organization native or foreign to save the grave famine situation. What a mischievous fabrication of facts, when they charged the Central Government with neglect of the North-West famine.

Ever since the occupation of the North-West by Feng's army, that region has been a territory of its own; the warlords there did as they pleased in administrative and financial matters. They had no use for the Government's policy of adinistrative and financial centralization and refused to have its control extended to their region. Worse still, they started a systematic looting of the whole region and bled the people white until the situation has become so intolerable that popular uprisings, such as that of the Mohammedans, became widespread. Their huge army has been kept increasing all the time despite

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Committee For Public Enlightenment Of The North Eastern Provinces

the exhausted rescurces of the place. The Central Government has appropriated liberal sums towards their support although it is denied administrative and financial supervision in that region. What a magnanimous policy the Government has adopted towards them! On the contrary, they audaciously charged the Central Government with unjust appropriation of funds. Evidently, the Government's magnanimity and leniency have been taken for weakness, and there is not the slightest hope that these warlords will ever recede from their old feudalistic habits.

Central Government Committed to Disbandment

The Central Government has committed itself to the policy of troop disbandment as the only way towards reconstruction; further as a mark of determination and sincerity in the matter, the Government has ordered disbandment to be started from the First-Group Army in the hope the rest of tht Group-Armies will soon follow. What an utter falshood, when they charged the Government with partiality in the matter, that is, deliberately reducing the Second-Group Army while making new recruits in the First-Group Army! That sounds like a good excuse; but in fact it is a true confession on their part that at the bottom of their hearts they don't want to have their troops reduced.

The recent Sino-Soviet crisis was mainly attributed to the fact that Soviet Russia employed the Chinese Eastern Railway as an instrument of communist propaganda designed to endanger the Party and the Government. Prior to the temporary taking over of the administration of the Railway as an emergency measure, plots had been dissovered through the Harbin raid to organize assassination corps for Nanking, Mukden and other important centers to murder high Chinese Government officials, and a plain-clothes men squad for the destruction of the Chinese Eastern Railway together with large quantity of other propaganda materials designed to prolong civil commotion in China. Under such circumstances, similar measures would have been adopted by any other sovereign state in the interest of its very existence. None but traitors would charge their own Government with deliberately instituting the diplomatic crisis as a means to divert public attention from home affairs. In fact, the last impending rebellion in May of the North-West had as its source of inspiration Soviet assistance and encouragement. Who can doubt that the same subversive influence of Soviet origin is behind the daring warlords of the North-West who threaten to defy the authority of the Central Government? The close relationship between Soviet Russia and the North-West Army has been too widely known to need any mention; and it is a happy coincidence that while the Soviet red troops are engaged in invading the Manchurian border the North-West Army is known to attempt rebellion.

Combination of Opposition Forces

The North-West warlords have effected a funny combination of all the reactionary forces; they include in their camp militarists of both the old and new variety, the most notorious among them being Wu Pei-fu, Chang Tsung-Ch'ang, Wu Kuang-hsin, Tuan Chi'i-jui, Li Tsung-jen, Pai Ch'ung-Hsi, in addition to the so-called Reorganizationite and the Anfu clique; yet with such a conglomeration, they proceed to defy the General Government in the name of the Knomintang. Nothing really matters to these unprincipled warlords, if they can gratify their personal greed and aggrandizement.

It is expected that military warlords will stage their onslaughts on the Central Government when military disbandment is insisted upon. The Kwangsi rebellion came right in the wake of the late spring Military Reorganization and Disbandment Conference but soon it was crushed; for that was a rebellion against the will of the nation. Recently Yu Chu-pei and Li Ming-sui in Kwangsi and Chang Fa-kui all rebelled owing to the simple fact that they refused to have their surplus troops disbanded in accordance with the decisions of the Military Disbandment Enforcement Conference; but they fell before the Government force one after another and their last day has already been approached. Then came the reported rebellion of the warlords of the North-West also because of the fact that they don't want troop disbandment. But it must be pointed out that since troop disbandment constitutes the life and death problem of the nation the Government is determined to carry it through despite any obstacles. It is a struggle between light and darkness, between democracy and feudalism. The days of the fedual warlords are numbered; whosoever pitt against the Central Government, the will of the nation, can never escape destruction. The mission of the San Min Chu I will ultimately triumph over the darkness of feudalism.

Publicity Department of the Central Executive Committee of the Kuomintang.

Within the Four Seas All are Brothers

About five hundred years before the birth of Christ, Confucius said, "Within the four seas all are brothers." This is the philosophy upon which an international pageant will be staged by the Joint Committee of Shanghai Women's Associations, together with the local Y.W.C.A., in the Town Hall on November 7th, 8th, and 12th. The pageant will show how immensely essential it is to-day that the words of Confucius should be felt by every one.

The pageant to be shown is entitled "Within the Four Seas" and World Unity will be the major figure, around which the action centers. There are both historical and allegorical episodes. It will demonstrate how the world has been brought to such a state that peoples of different lands, have close contacts by trade migration, communication, commerce, industry, and exploration. This brings up problems of conflicts of races. The pageant is planned to emphasize that the only solution to the problem is world Unity and Peace.

Miss Era Betzner, Director of the New York Drama Service Bureau, who is in Shanghai to direct the "Within the four Seas" Pageant

With a cast composed of about 600 people of fourteen nationalities, in the work itself co-operation and goodwill must be practiced despite racial differences. Miss Era-Betz-director of the pageant remarks:

"In rehearsals, whenever I give instructions, they must be translated into five or six languages in order that the various participants understand!"

All women's organizations in Shanghai will be represented. Mrs. R. Laurenz is in general charge. Miss Jeanne Perkins will be production manager.

Formerly on the staff of the Teachers' College, Columbia University, Bernard College, and the Aburn Opera School. Miss Betzner is a graduate of Carnegie Dramatic School and has directed pageants in all parts of the United States, in Canada, and in Mexico. Lately she published a technical volume, "Pageantry and Recreation". Miss Betzner is now Director of the New York Drama Service Bureau and has been granted a leave of absence in order to make a tour around the world for the purpose of collecting material for a world wide educational programme under the auspices of the National Board of the Young Women's Christian Association of America.

The entrance fee for the pageant will be two, three, and four dollars; proceeds are expected to exceed $6,000 which will cover the expenses of the pageant. When asked whether there will be a free show given to laborers, Miss Betzner replied, "Oh, we only wish we had time." The show on the 12th is specially for children with a half-price entrance fee.

Miss Betzner will leave Shanghai two days after the pageant, the 14th of November, to continue her tour of the world. Together with the news of the day about the MacDonald-Hoover conferences and the Third Conference of the Institute of Pacific Relations to be held in Kyoto, this pageant of world peace and cooperation will have a timely appearance in Shanghai. The whole world, says Miss Betzner, peoples and governments alike, despite all the conflicts of interests, hopes for peace. One of the most effective ways of maintaining peace is through education. It is hoped that this Pageant as an educational programme will aid the movement toward world peace and unity.

Customs Notification No. 1163

Drawback Cheques Dated Before 1st January, 1927, To Be Invalidated After 31st January, 1930.

Acting under instructions from the Inspector General of Customs I hereby notify the Public that all unclaimed cheques dated between 1st January and 31st December, 1926, will be destroyed unless claimed before 1st February, 1930. Similarly, drawback cheques dated between 1st January and 31st December, 1926, which have been issued but not cashed will be invalid after 31st January, 1930.

W. R. Myers
Commissioner of Customs.

Custom House,
Shanghai, 14th October, 1930.

CUSTOMS NOTIFICATION No. 1164

SURTAX DRAWBACK

In accordance with the instructions of the Inspector General of Customs the Public is hereby notified that in the case of re-exports for which the corresponding tariff duty drawback was issued in December, 1928, Account and January, 1929, Account, no application for refund of Surtax will be accepted after 31st December, 1929.

W. R. Myers
Commissioner of Customs.

Custom House,
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New Books of Interest in the Far East

Immolation in India

Suttee, A Historical and Philosophical Enquiry into the Hindu Rite of Widow Burning, by Edward Thompson. Houghton Mifflin Co., New York City, 1928. 160 pp.

One of the practices that has always been used as propaganda against India was that of *suttee*, or the burning of upper-class Hindu widows on the funeral pyres of their husbands. It was indeed a savage practice,—slightly more savage than some of the injuries inflicted on women in Occidental countries. Also, there is many a reactionary Hindu man living today who, while not wishing to be burned alive himself on the funeral pyre of his wife, would like to think of this fate for his wife as a tribute to himself, and there is many a western man, of which Mussolini is a type, who thinks that if women live at all they should be sacrificed, not necessarily on the funeral pyre, but on the marriage bed, breeding childern for the imperialist armies of Europe. Styles in torture change.

There are certain people who are not entitled to refer to *suttee* or any other social evil of the past or present in India. And those are the enemies of freedom of the Indian people or those who maintain similar practices in that or other countries. The author of the volume under review thinks he is a friend of India and is entitled to condemn. Indian nationalists do not think so. He, a professor in Oxford, wrote *An Indian Day* a novel that is an apology for the Englishmen who live in and rule India, and which seemed to have been written as a reply to Foster's book, *A Passage to India* which showed the Anglo-Indian as he is. But most of all, Mr. Thompson's little volume, *The Other Side of the Medal*, can be taken as an example of the imperialism that is a part of his very marrow. As the first exposer of historical documents showing the atrocities committed against the Indian people in 1857 when they arose againt the conquerors, he nevertheless interlarded such a gruesome history with pleas for continued British rule, and with attacks upon the Indians who lead the movement for freedom of their people. Now comes *Suttee*, which is a historical survey of a rite, truly savage, with the rather apparent moral: the British abolished it and the British are consequently superior to Indians in humanity. The author tries to prove that Lord Bentinck, Governor-General of India from 1827-1833 abolished this rite in 1829. Yet even as he does this, he has to admit that the public movement against *suttee* was begun in 1818 and led by Ram Mohan Roy, the noted Indian reformer, long before Lord Bentinck became Governor-General, and that a number of Indian states on the west coast of India, under purely Indian rule, had already declared the rite a crime; nor can he fail to include in his historical account that orthodox Indian opinion at the time, such as that which supports British rule in India today, and which in those days supported the custom of *suttee*, turned to an English lawyer to defend their cause. It was an English lawyer, and not an Indian, who went from India to London and worked for the maintenance of *suttee*; and it was the Indian, Ram Mohan Roy, who went to London, fought him and succeeded. This is similar to recent struggles in India when the British have supported and used as tools the debauched, reactionary Indian princes as their supports, against progressive Indian nationalists; or it is similar to the British members in the Legislative Assembly who defeated measures, brought in by Indian nationalists, raising the age of consent and of marriage.

Yet it is useless to argue as to who was responsible for the abolition of *suttee*. In this day and age it is of little use to unearth tales of such practices and use them, directly or indirectly, against a struggling people. Furthermore, far worse things than the burning of upperclass widows on the funeral pyres of their husbands exist today. Since the development of the capitalist system, with its logical stage of imperialism we have witnessed far worse things.

Since the days of widow-burning in India we have developed and perfected a vast, indirect, international system that offers the majority of mankind little but hunger, disease, sorrow and death. This system has conquered Asia and, instead of bettering conditions, has reduced three-quarters of the human race to a level lower than that of beasts; it has just finished a World War that left some ten million youth on the battlefields; it has brought the organised, systematizeddrugging of all Asia except Japan by opium and other drugs. For the past two years in China we have witnessed the butchering of tens of thousands of vital Chinese youth who fought against this system. Today in China ragged men, women and children who dare strike for a few miserable coppers raise in wages can be driven back, defeated, to manufacture more wealth for the powerful; and exhausted ricksha coolies may fall dead in the streets in the shadow of limousines in which sit men and women who think *suttee* was a practice that condemned the Hindus for all time.

One must recall the words of Bertrand Russell who once wrote that "to be killed suddenly and then eaten, which was the fate of the Aztec's victims, is a far less degree of suffering than is inflicted upon children born in miserable surroundings and tainted with venereal disease. Yet it is the greater suffering which is deliberately inflicted by Bishops and politicians in the name of morality."

In this day and age one cannot work up any horror at such a crude old pastime as the burning of widows. It seems so out of date, so very old-fashioned and unprogressive in method! The Hiudus really had no idea of organisation, no technique—and above all, they did not know how to make the thing pay! There is but one consolation; they are learning. Oxford and Cambridge is with them and they are becoming well-trained in the niceties of western law. The time is coming when, instead of harking back to the good old days of baking their widows on funeral pyres, they can fry the recalcitrant ones in the electric chair.

—Agnes Smedley

Arrest Ordered

Well known to the north is Ceneral Lu Chung-lin, who until last week was Minister of War at Nanking. The public was startled last Friday when it became known that the State Council had issued a mandate dismissing him from his posts, and ordering his arrest. Appointed Vice-Minister of War in February, 1929, he became chief of that Ministry later on when his superior, General Feng Yu-hsiang, resigned his offices with the National Government. He has been a Kuominchun man since 1915, when he joined the forces of Feng Yu-hsiang. He fought with the Nationalists in 1927, gaining important victories over the armies of Sun Chuan-fang. The present arrest order has been issued in connection with the alleged war intentions of Feng Yu-hsiang against the Central Government. The arrest of General Liu Chi, his compatriot, and until last week head of the Pension Committee of the Disbandment Committee, was ordered by the State Council in the same mandate. Both men are in North China and are said to be preparing to advance with Kuominchun troops toward Hankow.

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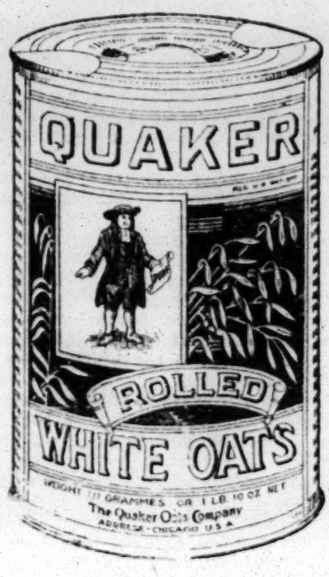

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Peiping Notes

BY HIN WONG

Ching Pao, one of the best known Chinese newspapers in Peiping because of its generally high standard, has been suppressed by local authorities on instruction from Nanking, for having reprinted from a Shanghai daily part of the alleged circular telegram from Mr. Wang Ching Wei, a Kuomintang leader now in rivalry with General Chiang Kai Shek for dictatorship in the party. Mr. Wang's telegram partly reprinted by the *Ching Pao* has been considered as anti-Chiang Kai Shek and, according to belief of politicians in Nanking, the paper lending publicity to it and giving the news should be banned. One of *Ching Pao's* former editors, the late Mr. Shao Piao Ping, was shot several years ago by a militarist for also having published news unfavourable to the then government.

Professor and Mrs. C. G. Seligman of London and Oxford, who have come to Peiping to visit local institutions, delivered a number of lectures here last week, including one before the Peking Society of Natural Science and History. Professor Seligman was a former president of the Royal Anthropological Institute of Great Britain.

Word received in Peiping recently stated that the attack by Russians on the Chinese railroad station at Manchuli on October 3 had led to the close of that station and the withdrawel of the staff to Hailar for safety.

On October 10, the anniversary of the battle which finally ended in the substitution of a party for a monarchical form of government in China, the provincial and the municipal governments in Peiping held a reception to the diplomatic corps and permitted visitors in the old palaces at reduced admission fees.

Monks and other Buddhists in Peiping, still failing to understand the ways of workers and partisans in present day China, have been asking the local authorities to assist them to oust the members of the Peiping Tramway Workers' Union from the Tieh Shan Szu Monastery. The monks have not yet received what they wanted. The workers are contending that the monks have not made good use of their holdings.

Among the many outport visitors to Peiping last week was Mr. Gordum Lum, Far Eastern tennis champion, from Shanghai. Mr. Lum has been playing interport tennis at Tientsin but visited Peiping in order to give some exhibitions of his playing. He has been invited by General Chang Hsueh Liang to pay a visit to Mukden and have a game with him.

Madame Chang Hsueh Liang, of Mukden, wife of the head of Manchurian Government, paid a visit to Peiping last week on her way south. She has indignantly denied a report in a Tientsin newspaper that she had left Mukden after a family scene with her husband.

Mr. L. C. Arlington, formerly of the Chinese Postal and Customs Service, celebrated his 70th birthday in Peiping, October 2, when he received many friends. This American has been more than 50 years in China.

Dr. J. Leighton Stuart, president of Yenching University, Peiping, is leaving the city the middle of October for America on business for the institution and will be absent for about nine months. While passing Japan, he will attend the third conference of the Institute of Pacific Relations, at Kyoto, late October to early November. A number of British and American delegates on their way to the Conference are now stopping over here for a short visit and expect to go to Japan by way of Manchuria.

American and British delegates to the conference of the Institute of Pacific Relations at Kyoto, Japan, October 27 to November 9, who have passed through Peiping, include Mr. James G. McDonald, accompanied by John D. Rockefeller, third; Mr. Jerome D. Greene and Mr. Roland Boyden, of the American delegation. Mr. M. J. MacDonald, son of the British premier, was at first expected here, too, but it is now stated that he will visit Peiping, after the conference.

Mr. Chester H. Rowell, press contact man, not press agent he says, of the Institute of Pacific Relations, was in Peiping last week telling the public here the object and purpose of the organization. Mr. Rowell has attended the previous two sessions of the Institute in Hawaii and is so enthusiastic with the result thus achieved in bringing about a better understanding of Pacific problems, that he is now travelling with his family telling other people about it.

Dr. Fong Sec, formerly editor-in-chief of the Commercial Press, is visiting Peiping on business and pleasure and will spend part of the winter here, it is hoped.

Peiping, October 5, 9291.

Who's Who in China

General Auyang-Kui

General Auyang Kui is a native of Chungshan District. He completed his studies at the Nanking Military Academy, being transferred later to the Military Officers Training College in Paoting. His graduation from this college occurred at a time when Dr. Sun Yat-san was engaged in the cause of the revolution, and G n. Auyang joined Dr. Sun, working actively in organising forces for the late leader. After the downfall of the Manchus, he returned to Kwangtung and held offices in his native district, Chungshan. Later when Dr. Sun came South, Gen. Auyang was appointed Chief-of-Staff. He accompanied the punitive expedition to the North, and on returning to Canton occupied the position of Chief Inspector of the Bureau of Public Safety, holding a concurrent post on the staff of the Headquarters of the First Route Army of the Punitive Forces, which were subsequently reorganised into the Kwangtung Precautionary Army.

In the 13th year of the Republic (1922) when the first Eastern Expeditionary forces were sent out, Gen. Auyang was given the appointment of Commander of the First Regiment, and concurrently as Director of Operations. On returning to Canton after the successful conclusion of this expedition, he was instrumental in suppressing the rebellion of Liu Chen-wan and Yang Hsi-min. When this revolt was put down, his troops became the First Independent Division, with General Wu Teh-chen as Commander, General Auyang being the Vice-commander. On the occasion of the second expedition to the eastern region, General Auyang took command of this unit, as General Wu was acting as Head of the Bureau of Public Safety. Later on, when a further reorganisation took place, his division became the Seventeenth Division of the Sixth Army.

In the 15th year of the Republic (1924) when a Ching Tang (Purging the Communists) movement was inaugurated in Canton, Gen. Auyang became a member of the Military and Police Supervising and Inspection Committee and rendered valuable services in this connection. This same year he was appointed to command the forts at Bocca Tigris but did not occupy this post very long, resigning shortly afterwards. Last year he was appointed Commander for the Chao-Mui districts, and cleared these districts of the reds and reactionaries. He is no the Head of the Public Safety Bureau, and spares no efforts in the improvement of this department.

German Banker in Harbin Was Hero of Soviet Gold Episode

(Special Correspondence to the Review)

Harbin, Oct. 10

Curt Schulz, well known German Banker who was sent to Harbin by Berlin Garantie and Kredit Bank to assist in the liquidation of the Soviet Russian Dalbank, in April last year was the hero of a romantic and adventurous episode concerned with the trans-shipment on the high seas of a cargo of Soviet gold bullion valued at more than G.$5,000,000. The episode attracted major attention in the newspapers of both America and Europe but it was not known until recently in Harbin that Mr. Schulz was the hero of the episode. According to the report which appeared in the London *Daily Express*, the Soviet Government shipped gold bullion valued at more than G.$5,000,000 to New York for the purpose of establishing credits for the purchase of merchandise. The American Government, fearing that the gold might be used for communistic intrigue, refused to permit the gold bullion to be landed at New York, but owing to the publicity over the incident, the French Government through the French Ambassador in Washington attempted to obtain possession of the gold on the grounds that it had been stolen by the Soviets from the vaults of the French bank in Petrograd at the time of the Russian Revolution. The French legal action in the New York courts failed, hence the gold was shipped back to Germany on the German liner *Dresden*. The Soviet authorities, however, suspected that the French Government intended to seize the gold when the *Dresden* touched at Cherbourg, so a German cargo boat, the *Reiher* was chartered and the bullion trans-shipped from the *Dresden* outside the three-mile limit off Falmouth in the English Channel.

Taken from Roumania During War

The entire transaction, according to report, was carried out by Mr. Schulz, the managing director of the Garantie and Kredit Bank of Berlin, with the full knowledge of the German authorities, and as a result of his enterprise the bullion was safely brought back to Germany and again lodged in the strong room of the Berlin bank. According to the report, the gold was removed from Roumania during the war when that country was overrun by the Germans. Then it was conveyed to Russia where it remained secretly hidden until the outbreak of the Russian Revolution when it was smuggled across the border into Germany and lodged by Soviet agents in the strong room of a Berlin Bank where much of the Soviet's wealth is said to be hidden. There was consternation in both Berlin and Moscow when it became known that the United States had refused to receive the gold and when the French Government had instituted legal action in the New York courts to obtain possession of it. It was a direct result of this anxiety that the daring scheme of trans-shipping the 102 kegs of gold bullion each worth G.$50,000 was planned and shortly afterwards successfully executed.

Mr. Schulz' Mission in Harbin

Mr. Schulz arrived in Harbin early in September, his interest in this case being the liquidation of the Soviet Russian Dalbank which is said to owe the German Garantie and Kredit Bank the sum of G.$6,000,000. His arrival in Harbin attracted considerable interest and led to reports that German financial interests intended to take over control of the Dalbank. This, however, is denied by Mr. Schulz who states his only interest in the liquidation of the Dalbank is in the collection of the G.$6,000,000 which the Dalbank owes to the German bank of which Mr. Schulz is the managing Director. Mr. Schulz is well known in banking circles in Europe and was appointed a member of the committee to assist in the organization of the Reparations Bank authorized by the recent Reparations Conference at The Hague.

Students Alliance Dissolved

A *Kuo Min* report of Oct. 15 states that in view of the present situation, the Central Party Headquarters has ordered that the proposed 11th Annual Students' Conference, which was to be held in Nanking shortly under the auspices of the Students' Alliance, be not convened as originally planned. The instructions further state that during the period of Political Tutelage there no longer exists any need for the organization of the Students' Alliance.

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Estate No. 704
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Y.M.C.A. Convention at Hangchow

Under the chairmanship of Dr. H. H. Kung, Minister of Industry, Commerce and Labor, the Eleventh National Convention of the Y. M. C. A.'s of China here has engaged in the discussion of important issues before the organization. More than 270 delegates are attending, representing some 35 city and a dozen student Associations throughout the country. In addition to these regular delegates there are more than 20 fraternal delegates from Geneva, Switzerland, the United States of America and Japan, and from several other organizations such as the Y. W. C. A., the N. C. C. and the Officers' Moral Endeavor Association at Nanking. Messages of greetings and congratulations have poured in from virtually every corner of the earth, indicating the far-reaching influence and close fellowship of the Y. M. C. A. Movement.

The central theme of the Eleventh National Convention is; "The Mission and Task of the Y.M.C.A. in this period of National Reconstrution" and the slogan of the Convention is "Build up the Country through Character."

The first session of the Convention promptly opened at 7:30 p.m. with an impressive ceremony, and a well-planned program. The meeting was presided over by Mr. S. C. Chu, Chairman of the National Committee of the Y. M. C. A.'s of China, who extended greetings of welcome to the delegates. The election of officers then took place. Following that Mr. H. H. Kung was called upon to preside as the Chairman of the Convention.

Dr. David Z. T. Yui, General Secretary of the National Committee, set forth in a concise address the purposes of the Convention.

"One of the most important functions of this gathering," he said, "is to revise our constitution, if that is necessary, to elect members of the National Committee and to adopt resolutions that effect the entire Movement. Another important purpose of the Convention is to enable us to become better acquainted with one another. Working for the same cause and animated by the same ideals, it is important that we know each other intimately no matter from what direction we have come or in what Association we serve. Not the least impotant purpose of this Convention is to study together the ever-changing conditions and needs of our country and try to find out what we as a Movement can do to meet these conditions and needs, thus playing our part in the momentous, period of our national life."

Among others who spoke were Mr. Chow Mei-ko and an official representative of the Chairman of the Provincial Government of Chekiang.

One of the outstanding features of the first session was the reading by Dr. Kung of a message from President Chiang Kai-shek, which runs as follows:

"The Young Men's Christian Associations of China has had a history of more than 30 years. During this period rapid progress has been made. The guiding principles of your Association have been characterized by four words: Character, Knowledge, Health and Social-Life. In building up character it is my opinion that we should not only absorb the teachings of the new morality but we should also endeavor to preserve the old or ancient virtues.

"I recall that at your National Convention at Canton six years ago our great leader Dr. Sun Yat-sen gave you much valuable advice. It is my earnest hope that we shall always and forever cherish his precious words in our minds and act accordingly. In this way your Association will go forward to make your largest contributions to our country and the world at large."

Dr. Kung spoke on "The Task of the Y. M. C. A. toward the Laboring and Merchant class during this Period of National Reconstruction." After a general review of the industrial and commercial conditions in China, Dr. Kung declared that the important task of the Y. M. C. A. toward the laborers and merchants in China at this time is to help each of them, through a well-worked-out, comprehensive and practical program, to build up a sturdy character, an efficient mind, a healthy body, and above all a spirit of service and cooperation. The surest and highest standard of the Y. M. C. A. Dr. Kung emphasized, was Christ and His teachings.

Arrangements are being made for the delegates to sight-see this "Beautiful City" and to witness the Exposition, the closing of which has been postponed for 10 days by the provincial and municipal authorities in order that they may play the hosts to the Convention delegates at this grand exhibition.

Hangchow, Oct, 16

FENG YU-HSIANG AGAIN

(Continued from page 262)

chun cannot last long. Even if Yen remains neutral, the odds are still heavily in favor of Nanking. It seems probable, in the light of his action in the past, that the Model Governor will not actively participate on either side, until, perhaps, the determining battles have been fought. Then he may throw his forces on the side of the likely winner. Yen Hsi-shan is shrewd enough to recognize that any man who is responsible for the starting of a war in China now cannot but incur the most bitter resentment from the people. Toward a man who finishes a war they will be more kindly disposed. But it is hardly to be doubted that Yen Hsi-shan wants peace, and will make an effort to secure it, whether it is by remaining neutral or by making it known which side he favors, in order to discourage the other belligerent. While the reports that Yen is holding Marshal Fen Yu-hsiang prisoner in Taiyuanfu have not been definitely proved at this writing, it should be remembered that it was largely through the diplomacy of Yen Hsi-shan that the situation last spring was rescued from the laps of the war gods, and it may be that he has chosen to take such a move as a coup to avoid the present war. At any rate, much depends on the attitude of Yen Hsi-shan; his yes or no, many believe, will determine whether it is to be war or peace in north China.

Soviet Prisoners Go on Hunger Strike

A *Rengo* dispatch states that more than 2,000 Soviet prisoners, who have been detained at the Sapeitzu camp since the beginning of the C. E. R. dispute, began a hunger strike on the morning of October 16 as a protest against ill-treatment.

Dr. Hu Shih Speaks

In the 11th National Conference of the Y. M. C. A.'s of China at Hanchow, Dr. Hu Shih, the foremost philosopher and scholar of China today spoke on "China's Intellectual Reconstruction." He pointed out that the fundamental thing of China today is revolution in thought, the contents of thought, as well as the methods and habits of thinking. Pointing out the fact that the Chinese people are dominated by the teachings of Confdcius, Buddhism, and Taoism, in thought-life, Dr. Hu dwelt at length upon the faulty ways in which these three systems have sought to teach the Chinese people how to think. But can how these faulty ways in thinking be changed or obliterated? Dr. Hu's answer is "Revolution." Again how to bring about this intellectual revolution? By "freedom in thinking and speech."

Senater Quezon in Shanghai

Manuel L. Quezon, Senate President of the Legislature of the Philippine Islands, arrived in Shanghai on October 10 by the Dollar Liner President Grant. He is returning to Manila Saturday, October 19, when he and his party will board the Dollar Liner President Madison. He has given up his plan to attend the conference of the Institute of Pacific Relations at Kyoto in order to assume the chairmanship of a new independence commission which is to be sent to the United States from the Philippines.

Chinese Procelains for British Museum

Ten rare peices of Ming procelain, four of which are types entirely unkown in England, have been purchased for the British Museum by Mr. R. L. Hobson, who is one of the authorities on the subject and whose book is regarded as the standard work. It is wondered from whom these procelains were purchased and why they are not kept in a Chinese Museum.

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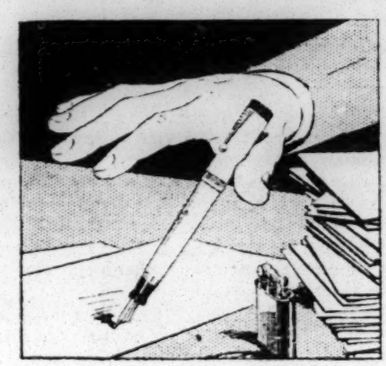

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Men and Events

Upon receipt of an urgent telegram from Nanking, Mr. T. V. Soong left Shanghai for Nanking on Monday night.

Mr. Sun Fo, Minister of Railways of the National Government, left Shanghai for Nanking on the night of October 13.

After an absence of five weeks, Walter. R. Clouth, local manager of the American Asiatic Underwriters, has returned to this city.

The annual general meeting of the American Club was held October 16th at 6 p.m. in the Assembly Room, of the Club building.

Mr. Stirling Fessenden, Director General of the Shanghai Municipal Council will return from the United States within the next week.

Mr. H. E. Arnhold, Chairman of the Shanghai Municipal Council, is due to return from a visit to Japan by the Empress of Asia on October 17.

After a visit to Shanghai, Mr. Miu Ping, Commissioner of Civil Affairs of the Kiangsu Provincial Government, has returned to Chinkiang.

Having finished his business in Nanking, General Hsiung Shih-hui, Commander of the Shanghai and Woosung Gendarmerie, is now back in this city.

It is reported that Mr. Yeh Wei-chun, a well known local commercial leader, has been elected as the Chairman of the Rice-Merchants' Association in Shanghai.

After a visit to Shanghai, Mr. Yi Pei-chi, Minister of Agricuture and Mining of the National Government, went back to Nanking on the night of October 14.

Mr. Yao Yun-peh, a noted local commercial leader, has tendered his resignation as a member of the Court of Directors of the Central Bank of China in Shanghai.

On behalf of Chih Tze University, Dr. Ho Shih-cheng, formerly President of Shanghai Provisional Court, will go to Singapore to solicit funds from the oversea Chinese.

Admiral Yang Hsu-chang, Chairman of the Fukien Provincial Government, who has recovered from his indisposition at Shanghai, is now a visitor in the National Capital.

Having entertained a very large number of people on the Double Tenth Festival in Nanking, Mr. Ma Sze-chung, the noted Chinese musical prodigy, has come to Shanghai.

Messrs. Y. M. Chien, Hsia Hong Chong, and Wu Yun-tsai, well known local commercial leaders, have been elected as Directors of China United Assurance Society in Shanghai.

General Hsu Ching-yuan has just been appointed by the National Government as chief of staff connected with the headquaters of the commander of the Shanghai and Woosung Gendarmerie.

Prior to his departure for an extensive investigation trip abroad, Admiral Tu Hsi-kuei, once Minister of Navy of the Peking Government, who is now in Shanghai, will pay a visit to the National Capital.

Mr. E. W. Luccock spoke on "Why I do Not Call Myself a Christian" at 9;15 p.m. on October 13 in the auditorium of the Foreign Y.M.C.A., and on "China's Rivers Write China's History" on the night of October 15.

The Ministry of Finance of the National Government have decided to send Messrs. Pan Shueh-yu and Li Peng-shou to make an investigation of the custom service in America. They will sail from Shanghai by s.s. President Lincoln today.

Beginning from October 16 all Chinese and Foreign ships entering Woosung between midnight and dawn will be subject to search by soldiers of the Woosung Forts according to an order issued by Col. Teng Chen-chuan, Commander of the Forts.

In compliance with the request of the Ministry of Interior of the National Government, Mr. Chen Hsi-hao, a prominent Kuomintang member, left Shanghai on the morning of October 13 to make an investigation into political administrative conditions in the Three Eastern provinces.

Chinese shipping firms suspended shipping services between Shanghai and Wenchow, Chekiang, on Monday. As a result, the people of Wenchow are threathened with a shortage of rice as the crop of that place is very poor and people depend upon Chinese ships to take cereals from Shanghai to Wenchow.

Dr. Georgina Sweet and Miss Eleanor M. Hinder members of the Australian Delegation to the Institute of Pacific Relations at Kyoto, arrived by the Empress of Russia last Friday evening. During their ten day stay in Shanghai prior to proceeding to the conference at Kyoto they will be the guests of Miss A. Viola Smith, 8 Young Allen Court.

From the Chinese Press

News items pertaining to Chinese politics and general affairs appearing under this heading, are taken chiefly from the daily reports of the Kuo Wen (independent) Kuo Min (Nanking official) Ta Chung (Kuominchun) and from translations of articles and dispatches appearing in the local Chinese press.

Tuesday, October 8.—General Fong Tse, newly appointed Commander of the 45th Division arrived at Anking on the 8th.—In a circular order to the special deputies of the Ministry of Finance in the various provinces, the Ministry instructs that balance sheets setting forth the revenue and disbursements of the Provincial Governments concerned for the year 1928 be immediately submitted to the Ministry for examination.—A mandate was issued to the effect that commencing from January 1, 1930 the solar calendar must be observed in all business transactions and all documents.—A Reorganization Committee for Manchuria will shortly be appointed by the Political Affairs Committee for the North-East for the development of the North-East section of China.—General Chang Hsueh-liang has telegraphed the National Government that Chinese citizens arrested by the Soviet authorities from the two Chinese steamers, *Heiliang* and *Wukiang*, some time ago were impressed into hard labor service at Blagovestchensk.—Admiral Shen Hung-lieh, Commander of the North-eastern Naval Squadron, has gone to Harbin for a conference with the authorities there.—A sum of $12,000 contributed by the North-Eastern Navigation Bureau for the relief of the crew of Chinese steamers detained by the Soviet authorities has been transmitted to the German Consul.—The order for a general offensive against the Kwangsi rebels under Yu Tso-peh and Li Ming-sui was issued by General Chen Chi-tang, Commander of the 8th Route Army, yesterday.

Wednesday, October 9.—Elaborate preparations are under way for the celebration of the National Independence Day in Nanking.—The Provincial Government Committee of Kiangsu has decided to appoint a Committee for the equitable distribution of food supplies in the province and a sum of $500,000 will be appropriated from the Provincial Treasury to enable the Committee to make the requisite arrangements.—The State Council is in receipt of a telegram from the Yunnan Provincial Government reporting acute famine conditions there.—A steady downpour followed by a snowstorm which started last evening has driven the Soviet soldiers of the Manchuli front under cover.—General Li Pei-chi, newly appointed Chairman of the Suiyuan Provincial Government, formally assumed office on the 8th inst.—Troops under Chang Fah-kwei are apparently planning to enter Kwangsi by way of Anhsa, Tungping, Paoking and Wukang.—At yesterday's meeting of the Legislative Yuan a set of regulations governing bandit-suppression by the National Army in the various provinces was adopted.—Chu Shao-liang, Commander of the 6th Route Army, has arrived at Shiukwan to participate in the punitive campaign against Yu Tso-peh and Li Ming-sui in Kwangsi.—Hsueh Tuh-pi, Minister of Public Health, has left Chichinshan for Sianfu where he will confer with Sung Shih-yuan, Chairman of the Shensi Government, relative to relief measures for famine refugees.

Thursday, October 10.—Mr. Saburi, Japanese Minister, called on C. T. Wang and was closeted with the latter for over two hours yesterday.—A successful trial flight of the proposed extension of the Shanghai-Nanking air mail service to Hankow was made yesterday by Nieh Kai-yeh and two American aviators.—By mandate of the State Council issued last night, the new Seal of the Republic of China will be in use beginning today, 18th anniversary of the Republic of China.—The Ministry of Foreign Affairs yesterday remitted $50,000 to Minister Chiang Tso-ping at Berlin for distribution among the Chinese nationals arrested and detained in Russia.—Messages of congratulation on the National Anniversary were received today by the National Government from Foreign Powers.—A telegram from Wan Fu-lin states that over 200 Soviet raiders are reported to have invaded the districts of Hsiwei and Chikien near the Heilungkiang-Siberia border.—The "Ironsides" are reported to have entered northern Kwangsi and effected a juncture with the rebellious Kwangsi units.—A fine, ten times the cost of the latter, will be imposed upon any merchant found guilty of exporting rice or other grains from Chekiang.—Communists under Chu Teh have captured the city of Tehhua.—All Soviet and White Russians who do not possess certificates of registration are to be deported from Manchuria after the lapse of a given period.

Friday, October 11.—The State Council has issued a mandate forbidding the use of the lunar calendar throughout the country.—A memorandum urging the immediate adoption of

relief measures for the rapidly increasing number of famine refugees in Shensi has been submitted to the State Council by the Shensi Government and the Shensi Famine Relief Committee.—Amnesty for certain political offenders was granted by a mandate of the State Council yesterday.—Wang Shu-han, personal secretary to Chang Hseuh-liang, and Yang Shu-chang, representative of Yen Hsi-shan, arrived in Peiping last night en route to Taiyuan.—Chang Fong, Chairman of the Honan Famine Relief Committee, has petitioned the National Government to issue immediately a famine relief loan of $10,000,000.—$60,000 is to be appropriated by the provincial Government as bandit suppression expenses for Hupeh.—Yang Chao-tai, newly appointed Minister of Interior in succession to Chao Tai-wen, took over his duties at the Ministry this morning.—Yen Hsi-shan has abolished the post of Bandit-Suppression Commander for Hopei.—By mandate of the State Council, the warrant for the arrest of Yang Sen, formerly Commander of the 20th (National) Army, was rescinded yesterday.—Ho Chen-chun, representative of Chiang Kai-shek, left Peiping for Taiyuan today to confer with Yen Hsi-shan relative to the situation in the Northwest.—An exchange of garrison posts throughout Hupeh has been ordered by Liu Chih, Commander of the 2nd Route Army.—Preparations for the formal inauguration of the Control Yuan are now nearly completed.—The "Ironsides" are reported to be proceeding from Kweilin in two separate routes to Hohsien and Pinglo with a view to entering Kwangtung through the North River region.—A communique from Field-Commander Liang Chung-chia at the Manchuli front states that a force of about 20,000 Soviet troops recently arrived near the Manchuli front from Lake Baikal.—By order of the Commander-in Chief's Headquarters, hereafter no reports concerning any military movements throughout the country, including those of Government forces, may be released for publication in the Capital other than the bulletins issued by the Headquarters.

Saturday, October 12.—The Ministry of Finance has ordered that no more notes shall be issued by any bank without special permission from the Ministry.—The Executive Yuan has issued regulations governing the granting of rewards to those who furnish information instrumental in the detection of opium offences.—More than ten commanders of the 5th Route Army under Tang Seng-chi left Nanking for Honan yesterday after having received personal instructions from Chiang Kai-shek.—An Anking message states that communication between Anking and Tsienshan has been restored—A plan for rebellion by the 4th Battalion of the 1st Division under Tsao Wan-hsun, stationed in Wuchang, was discovered and frustrated yesterday by Liu Chih, Commander of the 2nd Route Army.—Chu Shao-kwang, vice-Minister of War, has been appointed Acting Minister of War in succession to Lu Chung-lin.—The State Council last night issued mandates dismissing and ordering the arrest of Lu Chung-lin, Liu Chi, Sung Chih-yuan and Shih Ching-ting.—Chiang Tso-ping at Berlin reports that some progress in the negotiations for the settlement of the Manchurian situation has been achieved during the past week.—Tracks of the Lunghai Railway west of the Tiehmen Station, west of Loyang, are reported to have been blown up by the troops under Sun Liang-chen, Kuominchun commander.—Preliminary investigation into the documents relative to the Kao Ying opium case has been completed by the Government prosecution and the Counsel for the defendants.—The Kwangtung Expeditionary Forces are reported to have arrived at Mongkong 25 miles west of Wuchow in their advance against the insurgents in Southern Kwangsi.—Yen Hsi-shan is proceeding to Peiping.—Fighting broke out yesterday between Kuominchun troops and advance forces of the 5th Route Army near Loyang.

Sunday and Monday, October 13 and 14.—The Presidents of the five Yuan have telegraphed Yen Hsi-shan at Taiyuan stating that because of the propinquity of Shansi to the Northwest, it would be necessary for Yen to take appropriate steps for quelling the rebellion of the Kuominchun commanders.—Wang Ta-sui has been appointed Chinese delegate to the International Police Administration Conference which is to be held in Paris.—C. C. Wu reports his return to Washington from Geneva, where he attended the League of Nations Assembly.—Chen Yi, Vice-Minister of War, left Hsuchow yesterday for Shenyang.—Government officials have telegraphed Yen Hsi-shan urging him to prevail upon Feng Yu-hsiang to proceed to the Capital.—Yu Ya-lung, insurgent Anhwei commander, has fled to Yingshanhsien, western Anhwei.—Military commanders throughout the country have telegraphed the Central Government pledging support.—A punitive expedition against the Kuominchun is to be launched following a conference of military commanders loyal to the Central Government, now assembling in Nanking.—Wu Chih-hui will leave shortly for Taiyuan to confer with Yen Hsi-shan.—A conference to discuss the situation in the Northwest was held yesterday at

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This is the only line connecting the Yangtse valley, or the "middle country", with the southern part of China. At present it is not fully completed, but one may travel as far south as Chuchow in Honan. A motor-road connecting Chuchow and Shiuchow in Kwangtung, is now under construction and it is hoped it will be completed this year. Plans are also being made for completing the railway between Chuchow and Shiuchow but owing to the mountainous country it will be a considerable time before it can de completed. The trip between Shiuchow in northern Kwangtung and Canton can, however, be made in comfort at the present time.

Cities through which the line at present operates are celebrated for their temples and walls and gates. Changsha, with a population of 500,000, is especially worth visiting. It is called the cleanest city in China and it is noted as the only city in the south which withstood the seige of the Taiping rebels who scourged China more than half a century ago. Trade is flourishing here always, the principal articles dealt in being rice, tea, paper, tobacco, hemp, paulownia oil, earthenware and antimony. Chuchow also is an interesting city, having many temples of note. The road from Shiuchow to Canton, and thence to Hongkong, is safe, comfortable and operates with first class service.

Any Tourist Agency will gladly supply further information regarding rates, schedules, accomodations, etc. Or write direct to the Traffic Manager,

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No. 3

Tangshan by Chiang Kai-shek, Chao Tai-wen and Yang Chao-tai.—Yen Hsi-shan is reported to have stated, in reply to a telegram from the insurgent Kuominchun commanders, that he would adhere to his traditional policy of preserving peace and unity.—Tungkianghsien, a district near Sankingkow in Kirin, is reported to have fallen into the hands of Soviet invaders.—Hu Tsung-tuh is reported to have returned to Hankow in disguise.—The loyalty of the Northeastern provinces to the Central Government is pledged in a telegram from Shenyang.—It is reported that the troops of Yu Tsoh-peh have turned against him and that he has fled from Nanning, Kwangsi.—Operations against the Kwangsi rebels under Yu Tso-peh and Li Ming-sui have been started.—The "Ironsides" are still concentrated in the Hsupu region west of Sinhwahsien, Southern Hunan.—Fukien troops are being despatched to rescue the German and French priests recently kidnapped by bandits in Changchow.—Chen Yi, Vice-Minister of War, has arrived in Shenyang from the Capital.—Three Chinese gunboats and an equal number of Soviet ships are reported to have been sunk in an encounter between Chinese and Soviet forces off Sunkiangkow: the entire district of Tungkiang is said to have been occupied by Soviet forces.

325 American Tourists Will Arrive in Shanghai

The tourist ship s. s. Malolo, carrying 325 prominent business men and their families will arrived in Shanghai next Sunday. The Around Pacilc Cruise of the s. s. Malolo is under the management of the of the American Express Company under the auspices of the San Francisco Chamber of Commerce. As a world port on th ePacific, San Francisco is vitally concerned in the intensivve development trade with the Far East and especially with the Repubilc of China. This will present the business community of San Francisco with the means of establishing closer commercial interchange with other Pacific ports bearing a message of goodwill and desire of more intimate association between peoples.

Dyer Urges More American Trade in China

Congressman L. C. Dyer, who recently returned to America from China, has issued a statement declaring that at the next session of congress he will endeaver to amend the Seamen's Act and otherwise help to place American shipping on a basis of equality with other competing nations. He said that his visit to China convinced him the United States must avail itself of the best possible facilities for conducting business here where trade is on the increase. American business men keep pace with China's growth and improvement, and legislation should facilitate their efforts, he declared.

American Express Clerk in Custody on Fraud Charges

Alleged to have embezzled approximately Tls. 121,000 from the American Express Company where he was employed as chief clerk, Philip Chen was brought before Judge Chau and Deputy Gassels in the Provisional Court this week. Chen was arrested when he, in company with an attorney, went to the Louza Police Station and voluntarily surrendered to the authorities. He had hid himself since August, 1928. Chen declared that he had misappropriated about Tls. 10,000 for the purpose of helping a friend.

Priests and Nuns Released

The two priests and nuns, all German Catholics, who were recently captured in South Fukien by bandits under the leadership of Chu Tak, have been released following the payment of a ransom of $5,000. As soon as the money was paid another priest and seven nuns, who were also in the hands of the bandits, were voluntarily released.

Kao Ying Case

According to *Kuo Min*, it is learned that preliminary investigation into the mass of documents relative to Kao Ying opium case has been completed by both the Government prosecution and Counsel for the defendents. Formal hearing of the case will commence at the District Court of Nanking on October 25.

Japanese News Reports on Chinese Situation

The following news reports are summaries of news messages dealing with the Chinese political situation and Japanese activities in China which are distributed to the Chinese and foreign press in China by the Japanese semi-official Shimbun Rengo News Service.

Hankow, Oct. 8.—Some 1,000 soldiers of General Tsao Wan-shun's troops, on the plea of non-payment of their wages, mutinied and commenced looting in the district of Tangyang on the evening of the 5th instant.

Hongkong, Oct. 8.—General Chen Chi-tang, Commander-in-chief of the National 8th Route Army, arrived at Wuchow on the morning of the 7th. He will order a general attack against the Kwangsi army in a day or two and will advance his army to Kweiping and Hanning.

Hongkong, Oct. 10.—Martial law has been proclaimed in Canton both on land and sea since the night of the 8th.

Hongkong, Oct. 10.—A telegram which has been received from Wuchow states that the advance guards of General Chang Fa-kuei's "Ironsides", two regiments, have already crossed the Kwangsi border and arrived at Chuanchow.

Hongkong, Oct. 11.—According to wireless messages from Wuchow, General Yu Tso-peh has taken flight whereas General Li Ming-jui has proposed his surrender to General Chen Chi-tang.

Hankow, Oct. 12.—A Shasi dispatch reports that in view of the rumour that a large force of bandits has advanced from the district of Tangyang to a point some 40 li from Shasi, martial law has been proclaimed there.

Tokyo, Oct. 12.—Mr. M. Sengoku, newly appointed President of the South Manchuria Railway Company, who has for the past several weeks been laid up owing to illness, having recovered, is leaving for his new post at the end of this month.

Tsinan, Oct. 12.—War started last night in the vicinity of Weihsien between the army under General Sun Tien-ying and General Fan Hsi-chi's 40th Division.

Peiping, Oct. 13.—Having made their attitude clear by issuing a telegraphic declaration denouncing General Chiang Kai-shek, various commanders of the 2nd Group Army Corps under General Feng Yu-hsiang have finally decided to commence drastic military operations against the National Forces. The troops under General Sun Liang-cheng, the mainstay of General Feng's forces are now being concentrated in the vicinity of Loyang.

Peiping, Oct. 13.—The train services between Tientsin and Hsuchow on the Tientsin-Pukow Railway line have been stopped by the authorities concerned.

Nanking, Oct. 13.—Mr. Saburi, Japanese Minister, accompanied by the Japanese Consul-General in Shanghai and the Consul in Nanking, proceeded to Tangshan, where they were received by President Chiang Kai-shek. It is understood that they visited Tangshan in compliance with President Chiang's invitation.

Peiping, Oct. 13.—General Lu Chung-lin, ex-Minister of War of the National Government and General Liu Yu-fun, ex-Chairman of the Kansu Provincial Government who are both Marshall Feng's right hand men, and who recently escaped from Shanghai, are expected to arrive at Tientsin today.

Taiyuan, Oct. 13.—General Ho Cheng-chun and the whole party representing President Chiang Kai-shek, 10 in number, have arrived at Taiyuan from Peiping for an interview with General Yen Hsi-shan.

Harbin, Oct. 13.—Approximately 200 White Russians today surrounded the local German Consulate and conducted a demonstration in connection with the case in which some 300 White Russian soldiers were massacred by the Soviet troops on October 1 in the region near the western Siberian border. It is learned that they will submit the incident to the League of Nations to rouse public opinion.

Peiping, Oct. 14.—According to a Tsinan dispatch last night, Generals Lu Chung-lin and Liu Yu-fun, who recently escaped from Shanghai, first landed at Tsingtao and then proceeded to Shengsi by the Lunghai Railway.

Tientsin, Oct. 14.—Generals Lu Chung-lin, Liu Yu-fun and Liu Chi, who recently escaped from Shanghai, and who were reported to have landed at Tsingtao, arrived at Tungku this morning by a British steamer and secretly entered the French Concession here.

Tsinan, Oct. 14.—General Chen Chao-yuan, Chairman of the Shantung Provincial Government recently made his position clear stating that he would subjugate General Feng Yu-hsiang in cooperation with Generals Shih Yu-shan, Chao Kung-jen, and Fan Hsi-chi.

Peiping-Hankow Line

"The Road Through the Heart of China"

Time Table

In effect Feb. 20, 1929

From Peiping to Hankow

Station / Train	Peiping	Shihkiachuan	Chengchow	Hsiaokan hsien	Hankow
* No. 1	d.18.00	a. 2.16 d. 2.56	a.17.15 d.17.35	d.11.49	a.14.20
* No. 11	d. 9.55	a.19.27 d.20.07	a.13.26 d.13.46	a.12.18 d.12.23	a.16.05
* No. 3			d.13.15	a. 7.18 d. 7.21	a. 9.50
No. 9	d. 9.40	a.18.21 d.19.01	a 10.50		
No. 23	d. 5.40	a 21.44			
No. 25		d. 3.45	a. 5.05		
No. 27			d.10.06	a.20.07 d.20.37	a. 2.33
No. 75				d.13.00	a.17.05

From Hankow to Peiping

Station / Train	Hankow	Hsiaokanhsien	Chengchow	Shihkiachuan	Peiping
* No. 2	d.18.00	d.20.39	a.14.28 d.14.48	a. 5.05 d. 5.45	a.13.50
* No. 12	d.10.50	a.14.51 d.14.56	a.13.13 d.13.33	a. 7.32 d. 8.12	a.17.30
* No. 4	d.13.30	a.16.01 d.16.03	a.10.05		
No. 10			d.17.41	a. 9.33 d.10.13	a.18.35
No. 28	d. 1.00	a. 7.00 d. 7.20	a.17.34		
No. 26			d.22.34	a. 2.15	
No. 24				d. 7.40	a.20.06
No. 74	d. 7.45	a.11.39			

REMARKS: *With First, Second and Third Class Dining Cars.

Telegraphic Address "KINCO" Code A. B. C. 5th Edition. For further information, address Hankow Line, Managing Director, Peiping-Hankow.

American Gold Bond Quotations

Name of Security	Coupon Rate%	Date of Maturity	Sale Price Oct. 17	Approx. Yield to Maturity %
The National City Bank of New York.....	New Stock		575	——
Argentine Government..	6	Oct. 1, 1960	99	6.07
Australia	4½	May 1, 1956	85¾	5.53
U. S. of Brazil..... ..	6½	Oct. 15, 1957	88	7.53
Kingdom of Belgium...	7	Nov. 1, 1956	106⅛	6.51
City of Budapest.....	6	June 1, 1962	74¾	8.25
Canadian Pacific Railway	4	Perpetual Stk	82⅜	4.86
Chgo., Milw., St. Paul & Pacific Rwy.....	5	Jan. 1, 2000	73½	6.65
ChicagoRapidTransit Co.	6	July 1, 1953	82	7.65
Chile Copper Co. Debs..	5	Jan. 1, 1947	93½	5.60
Chile Government..... (Railway)	6	Feb. 1, 1961	90½	6.73
Cuba Northern Railway.	5⅓	June 1, 1942	81½	7.85
Chile Government.....	6	Sep. 1, 1961	91	6.68
CubanDominicanSugar..	7½	Nov. 1, 1944	60¾	——
Kingdom of Denmark...	6	Jan. 1, 1942	104⅛	5.55
Dutch East Indies.....	5½	Nov. 1, 1955	102⅞	5.30
Republic of Finland....	5½	Feb. 1, 1958	84¼	6.72
French Government....	7	Dec. 1, 1949	108⅞	6.22
German Government....	7	Oct. 15, 1949	106	6.46
German Central Bank... for Agriculture.....	6	Oct. 15, 1960	82½	7.45
German Central Bank... for Agriculture.....	6	Apr. 15, 1938	88¼	7.93
German General Electric Co.....	6	May 1, 1948	91	6.87
Greek Government.....	6	Feb. 1, 1968	80	7.62
Ilseder Steel Corporation	6	Aug. 1, 1948	83½	7.66
Kingdom of Italy.....	7	Dec. 1, 1951	96	7.37
Japanese Government...	6½	Feb. 1, 1954	102½	6.30
State of Minas Geraes.. (Brazil)	6½	Mar. 1, 1958	87¼	7.60
Mortgage Bank of Chile	6	Apr. 30, 1961	87	7.03
Norwegian Hydro-Elec.- Nitro. Corp.....	5½	Nov. 1, 1957	87	6.51
Kingdom of Norway....	6	Oct. 15, 1952	101	5.92
Northern Ohio Power & Light Co.....	6½	Jan. 1, 1941	95	7.13
Republic of Peru.....	6	Dec. 1, 1960	82	7.50
Paris, Lyons & Med Rwy.	6	Aug. 15, 1958	100	6.00
Republic of Panama.....	5	May 15, 1963	92	5.53
State of Rio Grande Do Sul (Brazil).....	6	June 1, 1968	79	7.71
Rhine Westphalia Elec. Power Corp.	6	Aug. 1, 1953	90¼	6.83
Saxon State Mortgage.. Inst	6½	Dec. 1, 1946	91	7.44
Saxon Public Works,Inc.	6½	May 1, 1951	90	7.44
Tokyo Electric Light Co.	6	Jun. 15, 1953	87⅞	7.06
United Kingdom of Gr. Britain	5½	Feb. 1, 1937	103	5.02
City of Vienna	6	Nov. 1, 1952	83½	7.52
Abitibi Power&PaperCo.	6	Cum. Pfd. Stock.	82	7.32
BelgianNat'l.Rwy.Pcptg. Pfd. Stock.....	6	(American Shrs)	79½	7.55
Cannon Mills Co..... (Dividend $2.80 p. a.)		Common Stock	42⅜	——
General Mills, Inc.	6	Cum. Pfd. Stock.	90½	6.63
General Mills, Inc. .... (Div. $3.00 perannum.)		Common Stock	70¼	——
Hershey Chocolate Corp. Convertible	4	Pfd. Stock	141	2.84
Mohawk Carpet Mills, Inc. (Div $2.50 p.a.)..		Common Stock	65	——
Pennsylvaina-Dixie Cement Corp	7	Cum. Pfd. Stock.	36	——
Willys Overland Co....	7	Cum. Pfd. Stock	91¾	7.63
General Motors Corp. (New).....		Common Stock	65⅜	——
Andes Copper MiningCo.		Common Stock	51	——
United States Steel Corp.		Common Stock	223⅛	——
Standard Oil Co. of New Jersey		Common Stock	80⅛	——
Standard Oil Co. of New York		Common Stock	44⅛	——
Pennsylvania Railroad.. Company.....		Common Stock	102⅜	——
United Aircraft & Transport Corp. (p. v. $50)..	6	Pfd. Stock	79¼	3.76
United Aircraft & Transport Corp.		Common Stock	10¼	——

NOTE: The above quotations are received by Cable, and whilst believed to be correct, are not guaranteed.

Shanghai Exchange for Week Ending Wednesday, 16th October, 1929

Silver:—Last week we closed at 22 1/16d. for spot and 23 1/16d., for 2 months forward, the lowest points touched so far in the recent decline. With some variations we have to report to-day's rates as 23 3/16d. and 23 1/4d. respectively.

It will be seen that but little change has taken place and that the serious reports of military outbreaks current this week, which in the past invariably reacted on silver and exchange have not to-day the same effect, and that our heavy stocks of silver on the spot act as a barrier to higher levels.

Exchange:—The official rate for T/T on London has been 2/2 1/16d. all the week.

At the opening on the 11th inst. (the 10th having been a Bank Holiday, Chinese Republic Commemoration) T/T on London was done at 2/2 1/16d. and on New York G. $54 3/8, inclined to easiness, but the following day a slightly steadier tone prevailed, and business for merchants at 2/2 1/16d. and G. $54 1/16. On the 14th again a 3 1/16d. to 1/8. easier, but yesterday a distinctly firmer feeling was evident, and Banks were selling in the afternoon at 2/3d. and. G. $54 3/8. To-day on a further rise of 1/16d. in silver the market opened firmer at 23 1/8d. and G. $55, but later eased off again, and at the close we quote for merchants T/T on London 2/2 1/16d. on New York 54 3/8 and Yen 87 1/4.

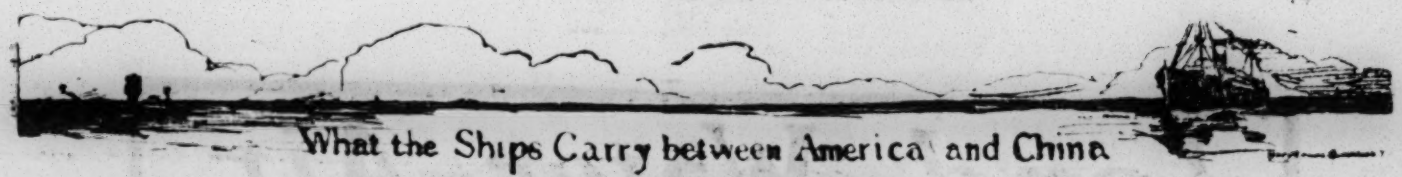
Our stocks of silver are reported as follows:—

Sycee and Bar Silver..... Tls. 87,227,000 a decrease of Tls. 876,000
Chinese and Mexican Dollars ..... $139,940,000 an increase of $ 140,000
Estimated value Tls. 187,983,000 as against Tls. 123,760,000 held at this time last year.

	Average rates for Sep.	Thursday Sep. 10th	Friday Sep. 11th	Saturday Sep. 12th	Monday Sep. 14th	Tuesday October 15th	Wed., October 16th
Bank's selling rates		opening closing	opening closing	opening closing	opening closing	opening closing	opening closing
T/T London	2/3.469		2/2½	2/2½	2/2½	2/2½	2/2½
D/Dfts ,,	—		2/2 9/16	2/2 9/16	2/2 9/16	2/2 9/16	2/2 9/16
4 m/s ,,	—		2/2 11/16	2/2 11/16	2/2 11/16	2/2 11/16	2/2 11/16
T/T India	153.687	HOLIDAY	148¼	148¼	148¼	148¼	148¼
T/T France	1,418.125		1370	1370	1370	1370	1370
T/T On N.Y Demand	55 458		53¾ 53⅞	53¾ 53⅞	53¾ 53⅞	53¾ 53⅞	53¾ 53⅞
T/T Hamburg R. M.			225	225	225	225	225
T/T H'kong	85.198		79½*	80¼*	80¼*	80¼*	79½*
T/T Japan	85.161		88¾	88⅞	88⅞	89	89
T/T Batavia	138.416		133½	133½	133½	133½	133½
T/T Straits	101.635		105¾	105¾	105¾	105¾	105¾
Bk's buying rates							
4 m/s B/L. Cred. D/A	2/5.219		2/4¼	2/4¼	2/4¼	2/4¼	2/4¼
4 m/s ,, D/P	—		2/4⅜	2/4⅜	2/4⅜	2/4⅜	2/4⅜
6 m/s ,, B/L Cred D/A	2/5.531		2/4 9/16	2/4 9/16	2/4 9/16	2/4 9/16	2/4 9/16
4 m/s B/F Cred D/A or D/P	1,503.125		1455	1455	1455	1455	1455
4 m/s N.Y.Lc.	58.661		57	57	57	57	57
4 m/s ,, Doc	—		57½ *nom.	57½ *nom.	57½ *nom.	57½ *nom.	57½ *nom.

†Based on Daily Official quotation, higher rate taken on rising Market, lower when falling	Sep. 10	Sep. 11	Sep. 12	Sep. 14	Oct. 15	Oct. 16
Bullion.						
*London Price of Bar Silver per oz. (English Standard 925 touch) Pence	HOLIDAY	23 1/16	22 15/16	23 1/8	23 1/16	23 3/16
**New York Price of Bar Silver per oz. (Pure)		G.$.50	HOLIDAY	G.$.49⅝	G.$.49¾	G.$.50⅛
Shanghai Price of Gold Bars (weight Tls. 10 (Chauping) 978 touch)		Tls. 423.90	Tls. 423.60	Tls. 425.60	Tls. 424	Tls. 423.80
Shanghai Silver Bars (weight Tls. 100 (C.) 999 touch)		110.90	110.90	110.90	110.90	110.90
Shanghai Mexican Dollars per $100		71.975	71.95	71.9375	72.1125	72.0375
Native Bank Rate of Interest (Call money)		3%	3%	4%	3½%	3½%
*Closing Price in London for Previous day						
**Closing Price in New York for Previous day ...						

Bank of England rate of discount	6½%	London on Paris	T/T 123.85
Bank of France rate of discount	3½%	New York on London	T/T 4.86¾
London open Market of Dis. 3 m/s	6¼%	Bombay on London	T/T 1/5 27/32
,, 4 ,,	6¼%	Hongkong on London	T/T 1/19
,, 6 ,,	6¼%	Kobe on London	T/T 1/11 9/16



What the Ships Carry between America and China

Return of the Shanghai Customs

Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces, Mille—thousands; Hk. Tls.—Haikwan Tls.; Oct. Customs Rate Tls. 1.61 equal Gold $1

PRESIDENT WILSON, August 5.

Cotton Shirtings:		
Grey, over 15⅓ lb	Pcs.	19
Machines, Sewing	,,	16
Motor-trucks Chassis	,,	35
Rubber Tires:		
Pneumatic, for Motor-cars	,,	623
Typewriters	,,	33
Waterproof Cloth	Yds	2,534
Cotton Thread Embroidery	Pls.	22
Aluminium Sheets	,,	300
Brass Screws	,,	5
Copper Wire	,,	53
Steel Screws	,,	2
Steel Washers	,,	11
Steel, Galvanized:		
Bolts and Nuts	,,	16
Sheets	,,	1,092
Bronze Powder	,,	41
Canned Awabi	,,	126
Canned Fruits	,,	54
Cement	,,	465
Cheese	,,	5
Coffee	,,	11
Indigo Paste, Artificial:		
20 per cent. strength	,,	2,041
50 per cent. reduced	,,	82
Ink, Printing	,,	457
Leather, Calf	,,	12
Leather, Cow, Patent	,,	12
Leather, Kid	,,	1
Leather, Sole	,,	23
Leather, Unclassed	,,	4
Oranges, Fresh	,,	1,516
Paper, Embossed	,,	15
Paper, Writing	,,	106
Paper, Unclassed	,,	74
Raisins	,,	938
Soda Ash	,,	53
Sugar of Milk	,,	75
Sulphur Black	,,	1,151
Ultramarine	,,	4
Oil, Lubricating, Mineral	Galls.	158
Paints, Enamels	,,	250
Cigars	Mille	13
Dyes, Aniline	Pkgs. 518 Hk. Tls.	32,532
Machinery	,,	47,726
Machinery, Parts of	,,	4,291
Treasure: Silver Bars	,,	427,527

TAIYIN, August 14.

From U. S. of America.

Cotton Cloth, Yarn-dyed	Yds.	3,159
Iron Pipe Fittings	Pls.	10
Tinned Plates, Plain	,,	314
Tin Mixture	,,	494
Indigo Paste, Artificial:		
20 per cent. strength	,,	957
Oil, Lubricating Mineral	,,	148
Paper, Waxed	,,	11
Starch	,,	269
Tobacco, Leaf	,,	448
Tobacco, Stalk	,,	1,284
Oil, Lubricating, Mineral	Galls.	44,645
Paints	,,	250
Files	Doz.	905
Cigars	Mille	10
Cigarettes	Mille	280
Machines, Sewing	Pcs.	66
Motor-cars	,,	2
Dyes, Aniline	Pkgs 558 Hk. Tls.	17,781

PRESIDENT CLEVELAND, August 9.

From U. S. of America.

Cotton Singlets, Raised	Pls.	1
Bacon and Hams	,,	3
Canned Asparagus	,,	11
Canned Fruits	,,	272
Coffee	,,	9
Feathers	,,	3
Leather, Calf	,,	1
Leather, Cow, Patent	,,	3
Milk, Evaporated	,,	110
Oranges, Fresh	,,	122
Paper, Common Printing	,,	615
Paper, Wrapping	,,	17
Wax, Paraffin	Pls.	594
Silk and Cotton Stockings	Doz.	30
Oil, Lubricating, Mineral	Galls.	68,319
Lemons, Fresh	Mille	195
Shoes	Pairs	327
Machines Knitting	Pcs.	1
Motor-cars	,,	1
Machinery	Hk. Tls.	10,833
Motor-cars, Parts of	,,	3,225
Treasure: Silver Bars	,,	463,588

Latest New York Stock Exchange Quotations

Swan, Culbertson & Fritz. Tel. 11200 (4 lines) October 16.
Market EASY Business Done 3,107,050 Shares

STOCK	Tuesday Sept. 25	Monday Oct. 14	Tuesday Oct. 15
Alleghany Corporation	50¼	46¼	46¼
Allied Chemical & Dye	322½	318	316
Allied Power & Light	—	Unq	81⅛
American Can	170¾	175¼	174⅝
American Commonwealth Power "A"	29	30⅜	30⅝
American Rolling Mill	130¼	137⅛	135½
American Smelting	114⅜	113⅛	111½
American Tel. & Tel.	298⅛	299½	295⅜
American Tobacco "B"	172⅜	226	221¼
American Waterworks	170	170	167½
Anaconda Copper	122½	115¼	113¼
Atlantic Refining	59⅝	58¼	58½
Baltimore & Ohio	134⅜	133½	132⅞
Bethlehem Steel	119¾	118¾	116⅝
Calumet & Hecla	42⅛	42½	40½
Canadian Pacific Railway	222¾	218	218¾
Chesapeake Corporation	82½	80½	80⅝
Chicago Northwestern	97½	98½	99⅜
Chrysler	58⅛	58⅜	57¾
Columbia Gas & Electric	138	129¾	126
Columbia Gramaphone	60⅞	50½	53½
Consolidated Gas of New York	162¾	155¼	151⅜
Continental Oil	—	34¾	34½
Corn Products	113⅛	120½	120¾
Coty Inc.	51¼	47⅞	47
Curtiss Wright (Common)	20¼	16⅛	15¾
Davison Chemical	53	54⅜	55
Drug, Inc.	113¾	115½	117
Dry Docks	Unq	14⅛	13¼
DuPont de Nemours Co.	200	189	189
Eastman Kodak	—	243	242
Electric Bond & Share	181¼	158⅜	151½
Erie Railway	84¾	83⅜	83⅝
General Electric	370¼	368	361
General Food	65½	65¼	62¾
General Motors	69	65¼	65⅜
General Railway Signal	117⅛	111¾	110
Gold Dust	67¼	68	66¼
Goodrich Rubber	71⅛	68½	69¼
Goodyear & Tire Rubber	103	105⅝	107¼
Granby Consolidated	88	87⅛	86¾
Great Northern Certificate	112½	114	114⅞
Haygart Corporation	71¾	68⅞	67
International Cement	66¾	62½	62⅝
International Harvester	122⅜	113⅝	111½
International Nickel (Com)	55⅞	54	52⅝
International Printers Ink	60½	68	68
International Products (Com.)	8⅝	Unq	7⅜
International Tel. & Tel.	129⅝	129½	127¼
Johns Manville	203	208	205
Kennecott Copper	84⅞	83	81⅛
Lambert Co.	138⅜	127½	127
Lehigh Valley	86¾	85	84
Liggett & Myers, "B"	88⅛	102	101
Mack Trucks	98	98	Unq
Madison Square Garden	18	18⅛	17⅝
Missouri Pacific (Com)	88⅛	96⅜	96¾
Montgomery Ward	124½	109½	109
Nevada Consolidated Copper	45⅞	46¾	45⅝
New York Central	232⅜	225¼	226
Northern Pacific Railway	105¼	102¾	103½
Pacific Lighting	122½	124½	121½
Packard Motor Car	28	26½	26
Paramount Famous Lasky	73¼	74½	74⅞
Pennsylvania Railroad	100	102¼	102⅝
Pennroad Corporation	23½	23½	23
Phillips Petroleum	38½	41¾	41⅝
Radio Corporation	89⅞	Unq	89⅞
Raybestos	Unq	53⅝	52⅞
Reading Railway	127⅜	134½	130½
Reynolds Tobacco, "B"	55	61⅛	60⅞
Rock Island Railway	133	135	135
Sears Roebuck	160½	153½	151⅞
Shell Union	26⅞	27½	27¼
Simmons Co.	183	168	170
Southern California Edison	—	83	80
Southern Pacific Railway	145¼	141	140½
Standard Gas & Electric (Common)	199⅞	209	207
Standard Oil of New Jersey	74⅞	81	80¼
Standard Oil of New York	44⅜	44⅛	44⅜
Texas Corporation	66⅞	64⅜	64⅛
Texas Gulf Sulphur	69½	70	69
Timken Roller Bearing	112¼	127½	124¼
Union Carbide & Carbon	128⅜	122¼	123¼
Union Pacific Railway	275	270	274
United Aircraft & Transport	92¼	106	104½
U. S. Industrial Alcohol	Unq	233	230⅛
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